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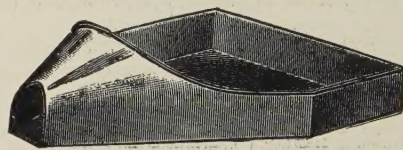
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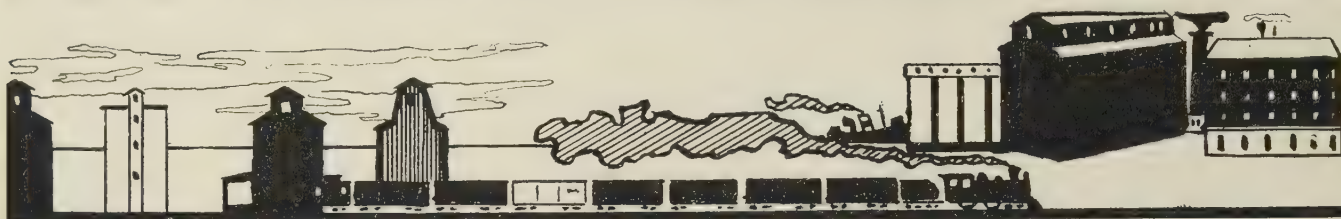
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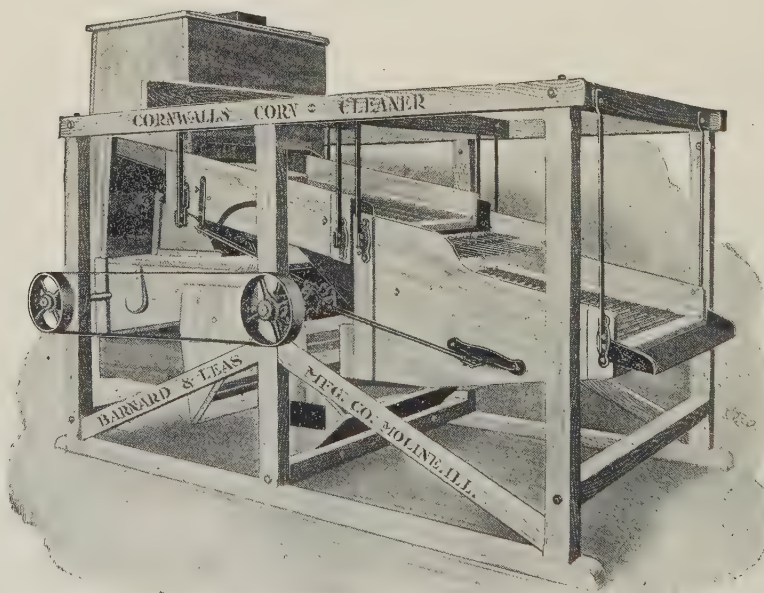
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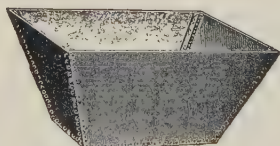
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you had equipped your Elevator
with the best and most up-to-date

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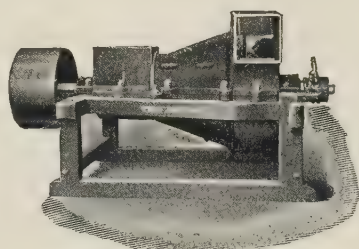
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C. V. Graft, Prop.

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Grant.

Woodbine, Kans., July 14, 1912.
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MITSCH GRAIN COMPANY.



Sidney Fan Sheller

Bloomdale, Ohio, July 11, 1912.
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The No. 2 Fan Discharge Corn Sheller I purchased of you in 1907 has been in use for about five years and has stood some good tests. Will say if I was in the market for another power sheller would not look for anything better. This sheller does the work and cannot be duplicated by any other make. I can heartily recommend The Sidney Fan Discharge Corn Sheller to anyone in need of a sheller.
Sheller is All O. K.

Respectfully yours,
L. R. GOOD.

Mulhall, Okla., July 12, 1912.
Gentlemen:—
In reply to your favor of the 12th inst., we are using one of your Sidney Fan Discharge Corn Shellers at this point and one at Orlando. They give us good satisfaction in every way. We have used other corn shellers but like your sheller the best of any we have ever used.
Very truly yours,
DONAHOE BROS.
By J. J. Donahoe.

Green Ridge, Mo., Aug. 16, 1912.
Gentlemen:—
The No. 1 Sidney Fan Discharge Corn Sheller bought of you four years ago is giving perfect satisfaction. We have given it a good test and have not been to any expense for repairs during the four years we have used it.
Yours truly,
C. D. RAYBURN.

Hiattville, Kans., Aug. 1, 1912.
Gentlemen:—
We have been well pleased with the No. 1 Sidney Sheller we purchased of you in 1909, and have had no trouble with same beyond breakage caused by foreign articles going through.
Yours truly,
WILLIAMS HAY & ELEV. CO.

We Manufacture Everything to Equip an Elevator

Corn Shellers and Grain Cleaners
Elevating and Conveying Machinery

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A Complete Stock Carried at Enterprise, Kans.

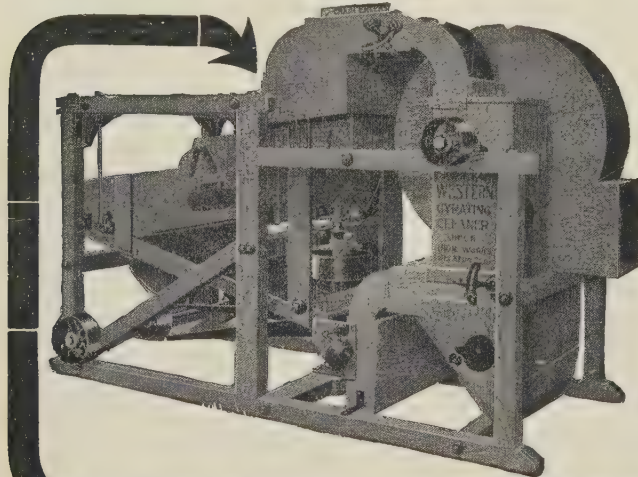
We did—

ship this cleaner in accordance with accompanying order. Though the machine weighed 1850 lbs., and we are rushed for time,—the Western Cleaner got there on time, got there right,—and did all we claim for it.

Now, do you know what we mean when we say—

“Western” Service

Western Service means a prompt and satisfactory supply of your elevator-machinery needs. Our exceptional shipping facilities afford you many advantages in a quick, cheap and satisfactory shipment and assure a satisfied customer.



NIGHT LETTER THE WESTERN UNION TELEGRAPH COMPANY

Montezuma, Iowa, Aug. 13, '12.
Union Iron Works,
Decatur, Ill.

Confirm phone talk this evening, ship by Adams Express early Wednesday morning one Western Gyration Cleaner, No. 32, to connect with your No. 23 Corn Sheller. Also ship sieves for small grain. Ship knocked down if possible, and deliver to 10:30 Vandalia Line via Peoria. Letter following.

KING-READ LUMBER CO.

They appreciated it

Union Iron Works,
Decatur, Ills.

Montezuma, Ia., 8 29-12.

Gentlemen:—

It has been our intention to have written you ever since we installed the Western Gyration Cleaner, which we recently purchased of you. The machine is doing more than we expected, and it is needless to say that we are well pleased with both sheller and cleaner.

We also wish to thank you for the business-like way in which you handled this order. Your Mr. Sanderling gave us very good service, and we used our influence to land an order for you with the Ewart Lumber and Grain Co., at Ewart, and trust you have received an order from them by this time.

Yours very truly, KING-READ LUMBER CO.

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Special screens for cleaning wheat and other small grains can easily and quickly be adjusted.

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To Cut Down Expenses and Reduce Waste

Use the

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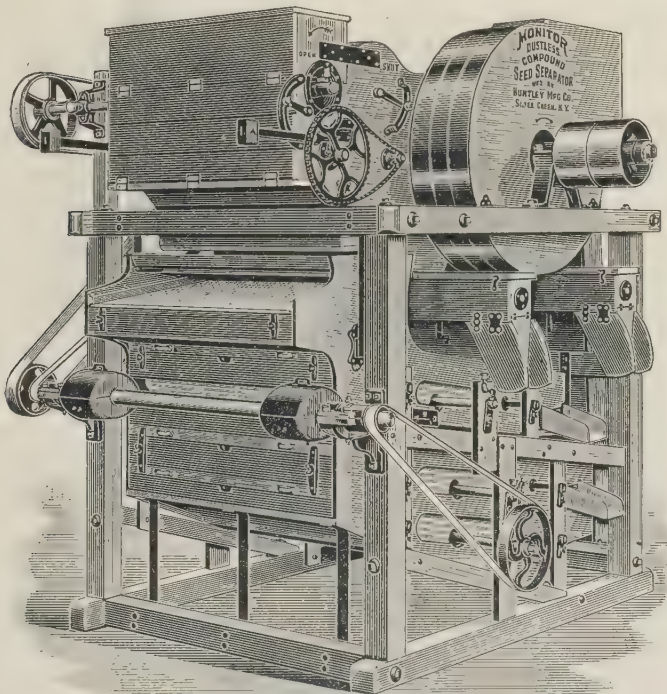
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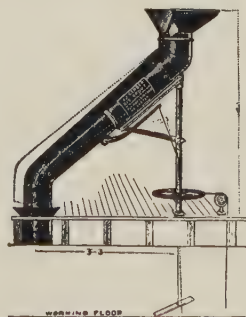
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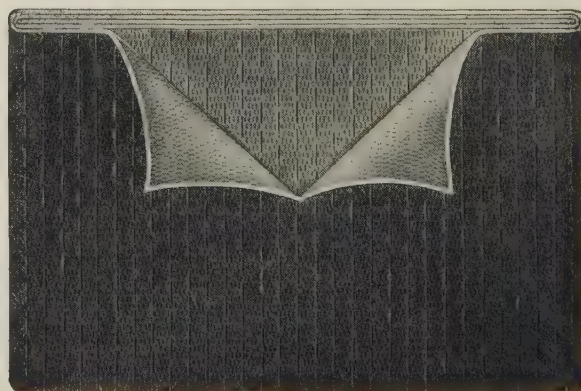
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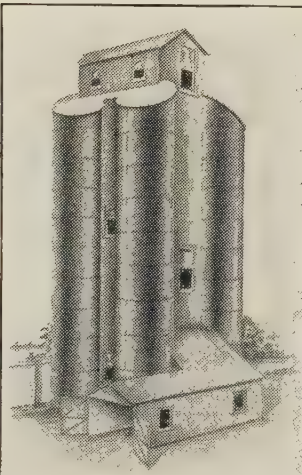
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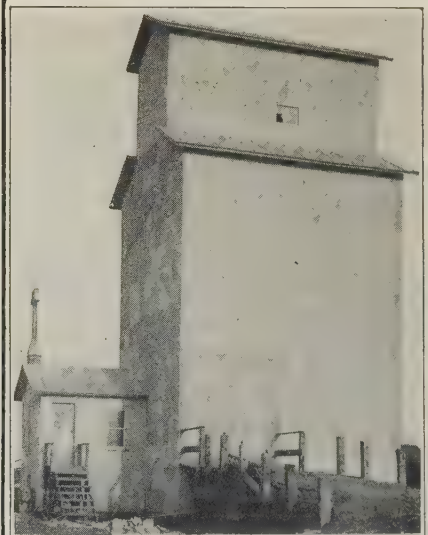
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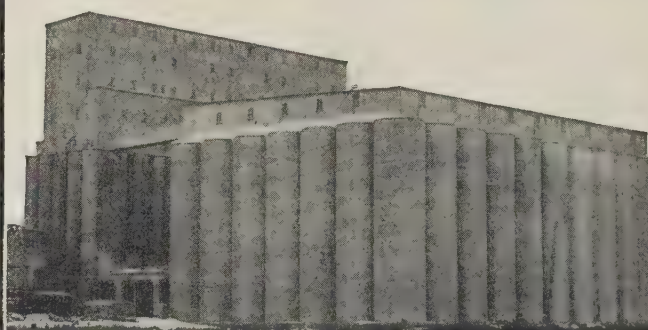
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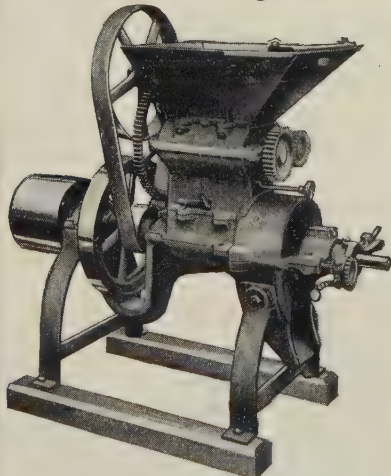
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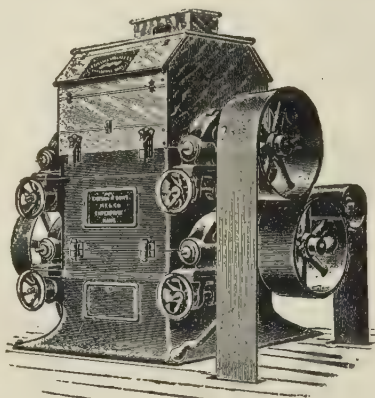
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The EHRSAM Two and Three-High Mill is made of
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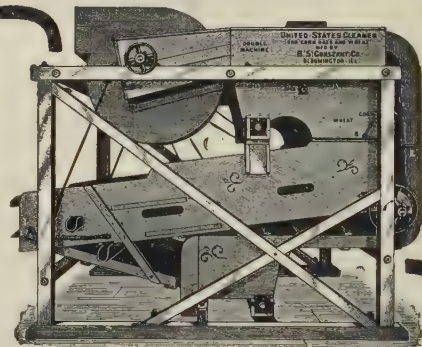
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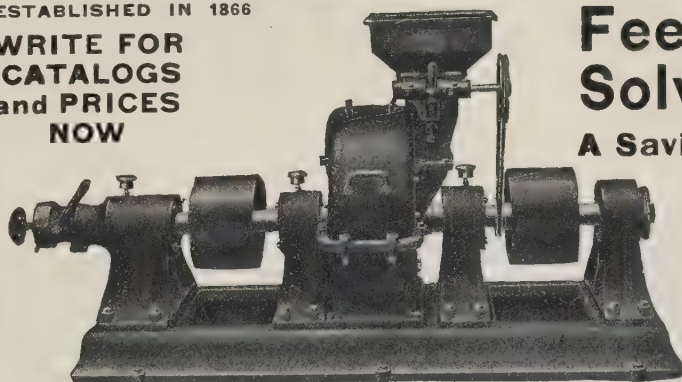
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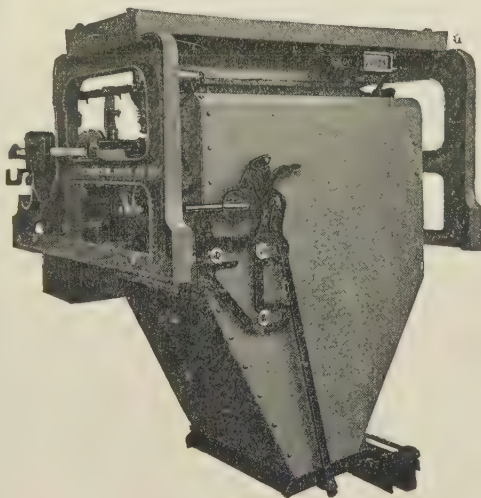
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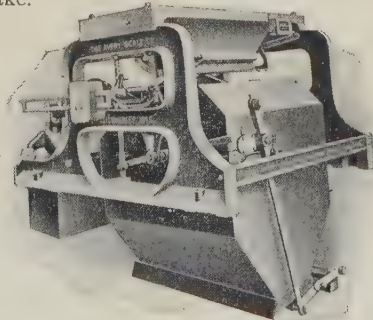
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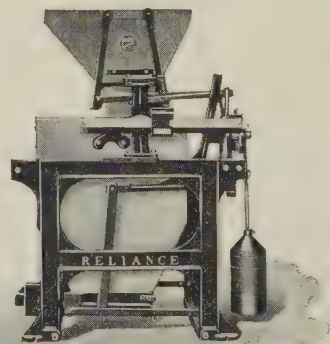


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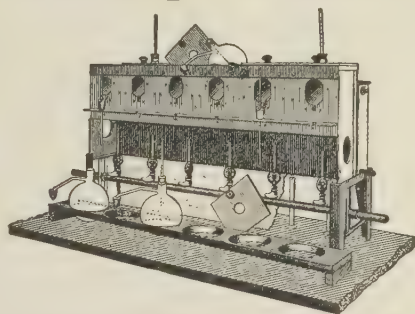
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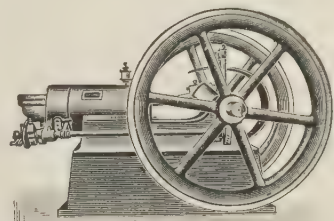
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These units are easy to install—any electrician can do it, simple to operate, inexpensive to maintain.

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Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

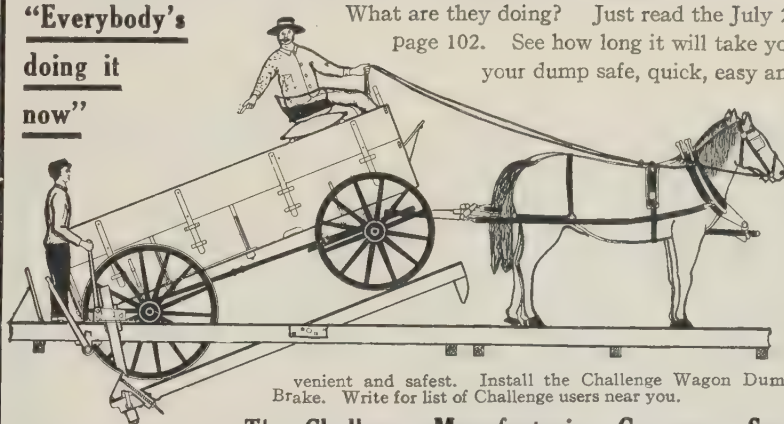
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Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$1.75. Address,

GRAIN DEALERS JOURNAL,

La Salle Street, Chicago, Ill.

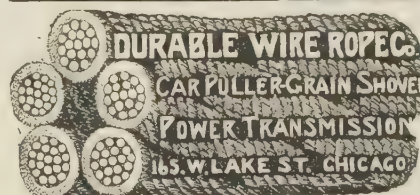
Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



CYCLONE BLOW PIPE CO

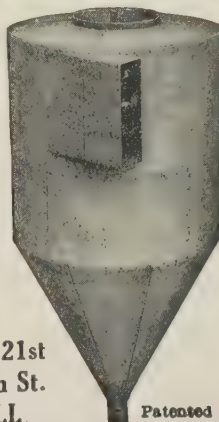
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W 21st
St., cor. Morgan St.
CHICAGO, ILL



Patented

THE DIFFERENCE

in the construction of its "inwards" eliminates three-quarters of the internal friction—that saves power.



The New "1905"

Cyclone Dust Collector

Write for our Catalog.

Investigate.

The Knickerbocker Co.
JACKSON, MICH.

A SATISFIED CUSTOMER

He says so himself, and he ought to know. The reasons are plain, it is because

The Boss Car Loader

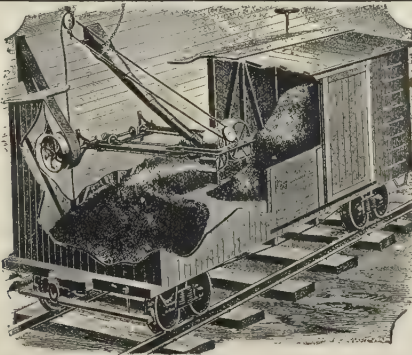
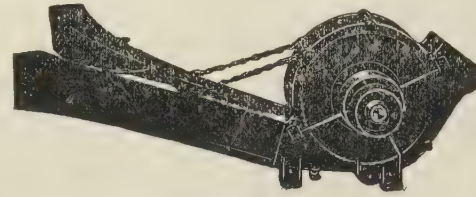
is compact, durable, practical and satisfactory in operation and installation cost.

Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

MAROA MFG. COMPANY

Dept. 3. MAROA, ILL.

MAROA MFG. CO., Maroa, Ill. Peru, Neb., Aug. 17, 1912.
DEAR SIR:—I have to say the car loader has done well, all I could expect of it. Enclosed you will find bank draft for the loader and a satisfied customer. Respectfully yours,
GEO. K. PETIT.

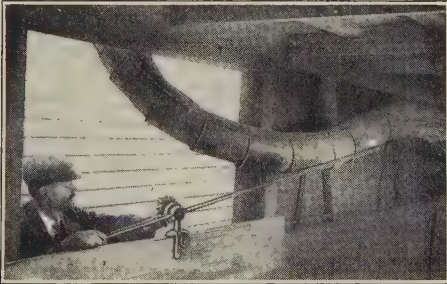
**9,000 BUSHELS PER HOUR**

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.

**THE K-C CAR LOADER**

The Loader that saves its price on every car

- ¶ Saves pocketing of dust and dirt and lower grades of grains right in front of car door.
- ¶ Will grade your grain from one to two points higher on account of even distribution.
- ¶ Money refunded if Loader is not satisfactory after loading three cars.
- ¶ Send for name of nearest user or write A. A. Lee, Hatton, N. D., or B. F. Stone, Stillwater, or Capital National Bank, St. Paul, for references.

Fully Guaranteed—Have Good Proposition for Agents

K-C CAR LOADER CO.

214-18 American National Bank Bldg.
ST. PAUL, MINN.

The Automatic Dump Controller

This machine can be attached to old or new drop dump, with but small expense.

Absolutely automatic, out of the sink, and requires no attention. Has control of the dump from the time the trigger is pulled until it settles entirely down.

Its using oil for a cushion makes it self lubricating.

There are hundreds in use over the entire grain section.

Our list of testimonials, and numerous duplicate orders is conclusive evidence of their value.

Satisfaction guaranteed.

For descriptive circular and list of users, write

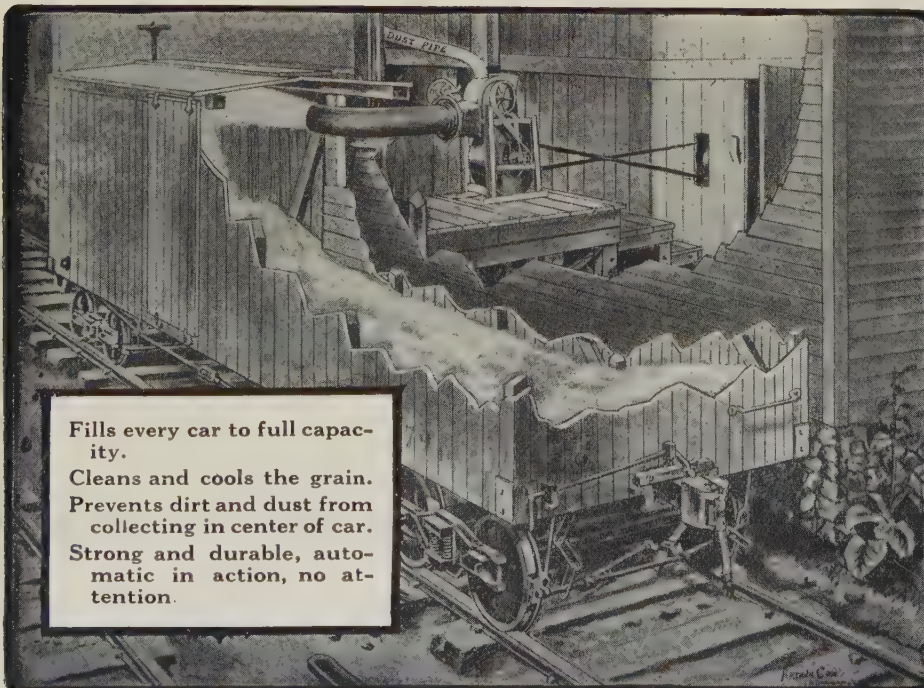
L. J. McMILLIN

Board of Trade Bldg. Indianapolis, Ind.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.



Fills every car to full capacity.

Cleans and cools the grain.

Prevents dirt and dust from collecting in center of car.

Strong and durable, automatic in action, no attention.

This Man Knows

Why you should install a

PNEUMATIC CAR LOADER

Sylvan Grove, Kan., Aug. 2, 1912.
Mattoon Grain Conveyor Co.

Gentlemen:—The machine does the work in first class condition. It is all that we could ask for. It loads the large cars to their full capacity, without a bit of shoveling. We are very well pleased with the work this machine does. If at any time you wish to use our name we would be pleased to give anyone a recommendation on this machine. Enclosed find bank draft for the machine.

Yours truly,
Farmers Elevator Co.
S. Frey, Mgr.

Write for further reasons

MATTOON
GRAIN CONVEYOR CO.

MATTOON, ILL.



SUCCESS SAFETY MAN LIFT

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1911

DO IT NOW

HASTINGS

Foundry & Iron Works
HASTINGS NEBR.

NEW ERA MANLIFT



Users consider our
"New Era" Manlifts
to be the best—always
reliable. We make

HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS
BOX HOISTS, ETC.

Write for prices when
needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio

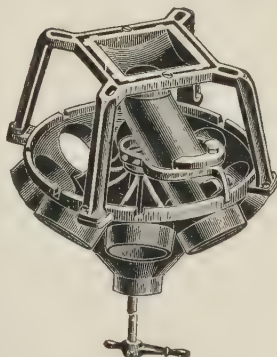
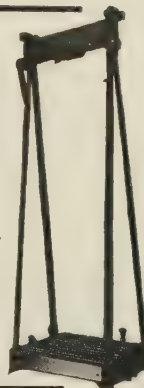
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Double Safety Man-Lift

All steel
Same Price
Weights Less
More Durable

Send us specifications for your
entire wants for elevator sup-
plies and equipment. We make
them, and they are all as mod-
ern as our steel Man-Lift.

BURRELL MFG. CO.
BRADLEY, ILL.



The efficiency, convenience and economy of the

Hall Signaling Non-Mixing Distributor

is well known everywhere, but its durability is yet to
be determined. Distributors sold over ten years ago
are as good today as they were when sent out by us.

HALL SPECIAL

(ELEVATOR LEG)

One Hundred Per Cent greater efficiency. Fifty Per Cent longer life. A record
the HALL SPECIAL is making where in use every day. Costs Less to Install,
or to Operate, or to Maintain; and does Double the Work of any other leg
of equal size.

Hall Distributor Co., 222 Ramge Bldg., Omaha, Nebr.

NO POWER NO EXPENSE

to operate this

MAN-LIFT

Only a slight pull on the soft,
strong hand-rope necessary to
start the car after stepping on
foot lever. Ball bearings
assure easy running.

Springs are of the best steel
and of sufficient size to be du-
rable and do the work sat-
isfactorily.

Safety catch prevents car
from falling in case of accident
to rope.

Send us your specifications for elevator sup-
plies and equipment. Our prices are right.

Murphy Mfg. Co.

115-17 W. 7th Street, KANSAS CITY, MO.



For Sale



For particulars see the
"ELEVATORS FOR SALE"
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably
consult its "Elevators for Sale" columns. If
your elevator is for sale, make the fact known to
the entire trade, put your For Sale sign in the
"Elevators for Sale" columns, then you can be
sure of selling quickly at a good price, and pay
no commission on sale.

If you do not wish neighbors to know your
elevator is for sale, you can have replies come in
our care and we will forward them daily.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000
wagon loads. Each man's loads are entered on his page.
It keeps a record of scale weights. From it both debits and
credits are posted to ledger, crediting the customer with
the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of
making errors by posting from original entries.

The book is ruled with column headings as follows:
Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare;
Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledg-
er paper is used. The regular ledger index in front will accommodate
all names necessary. The book is bound in extra heavy cloth covers
with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

Grain Shipping Ledger

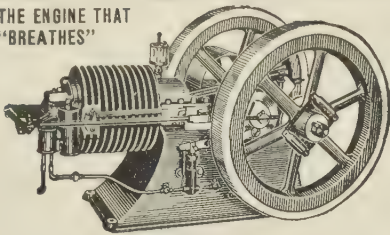
Form 24. An indexed shipping ledger for keeping a per-
fect record of the shipments of 5,000 cars. Facing pages are
given to each firm to whom you ship and name indexed.
The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen
ledger paper is used. The regular ledger index in front will
accommodate all names necessary. The book is tight
bound in heavy cloth covers with leather back and
corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

THE ENGINE THAT
"BREATHES"

Sizes 1½ to 12 H. P.
Just the engine for the elevator or shop. No Water Tanks, Hoppers or Fan Complications to bother with. The Gade pays for itself by cutting your fuel bill one-third. Investigate the efficient and economic GADE before you purchase an engine. 5 year guarantee. Write for catalog and descriptive matter.
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

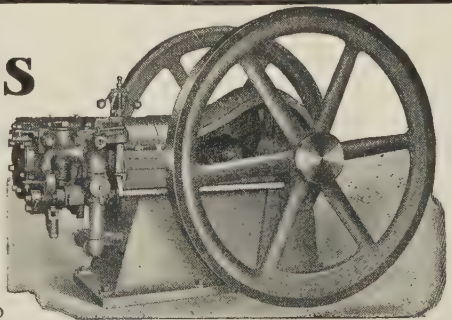
**This space
is yours**

If you are the first to apply for it

"NEW ERA"**GAS AND
GASOLINE ENGINES**

are of the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, giving the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for catalog, and prices from 8 to 75 H. P.

THE NEW ERA GAS ENGINE CO.
86 Jefferson St., PORTSMOUTH, O.
formerly of Dayton O

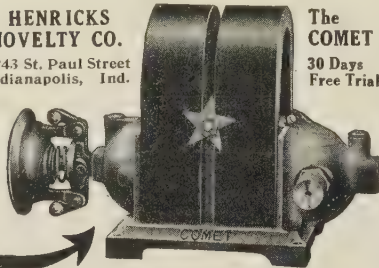
**A ten dollar bill**

the cost of a Make and Break Spark
or \$11, the price of a 1 or 2 cyl.
Jump Spark Magneto

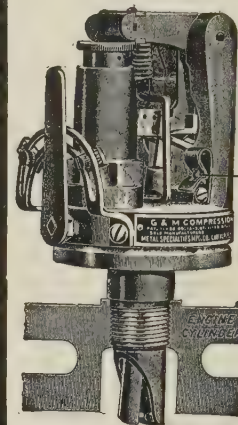
will rid you of ignition trouble and expense. Magnetos have surpassed the battery or the dynamo and The **Comet** has surpassed all other Magnetos. That's why you want the omet.

Write

**HENRICKS
NOVELTY CO.**
1243 St. Paul Street
Indianapolis, Ind.



**The
COMET**
30 Days
Free Trial

G. & M. Compression Igniter**A Revelation In Gas
Engine Ignition**

This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

**We can save you
MONEY, TIME
AND TROUBLE**

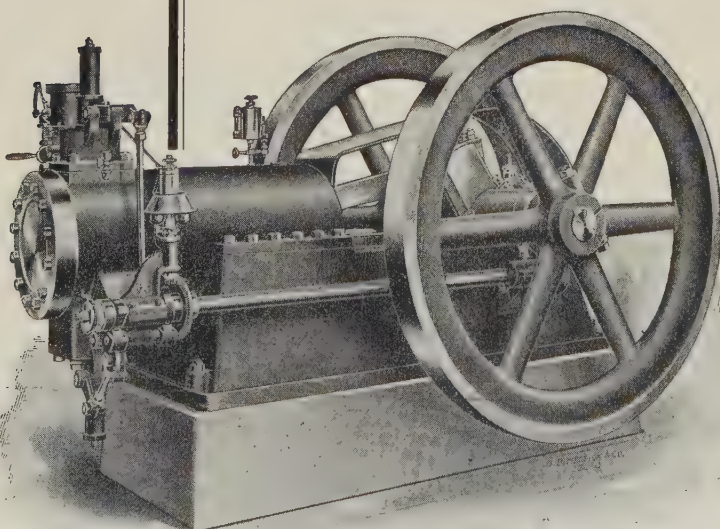
A. H. McDonald, the gas engine man, Chicago, wrote us as follows:

"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

METAL SPECIALTIES MFG. CO.
736 W. Monroe Street, Dept. G. Chicago, Ill.

When we say "Superior"
we mean "Superior"



THE ELEVATOR MAN'S ENGINE

Superior Gasoline Engines

Are the most economical power that can be installed—efficient, reliable and durable.

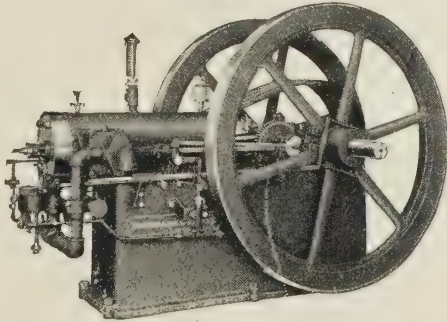
We can send you the names of those elevator owners and Superior engine users—who know and will testify that the Superior fulfills all claims.

Every engine guaranteed to develop and maintain the rated horse power with the claimed amount of fuel consumption.

The Superior isn't worth 2c unless you spend that amount in sending for our Superior catalog.

**Superior
Gas Engine Company**
Springfield, Ohio

Fairbanks-Morse Oil Engines



The Cheapest, Safest, Simplest Power for Elevators. More than full rated power developed on Kerosene, Gasoline, or Low Grade Distillate.

Write for Catalog No. 550DD.

Fairbanks, Morse & Co.

Wabash Avenue and Eldridge Place, Chicago, Ill.

Wagon and Portable Scales, Gasoline Engines, Pumps, Water Systems, Electric Light Plants, Windmills, Feed Grinders.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

The Money-Making "MUNCIE"

THE real oil engine

We say "money-making" because it is a continuous money-saver to the power user. Oil engines are recognized as the cheapest and most satisfactory power known, and the MUNCIE has been accepted as the Standard Oil engine, because—

It operates on Fuel, Crude, Solar, and Gas Oils, and Kerosene, Naphtha and Distillate.

No batteries, magnetos or dynamos.

Fewest working parts of any engine.

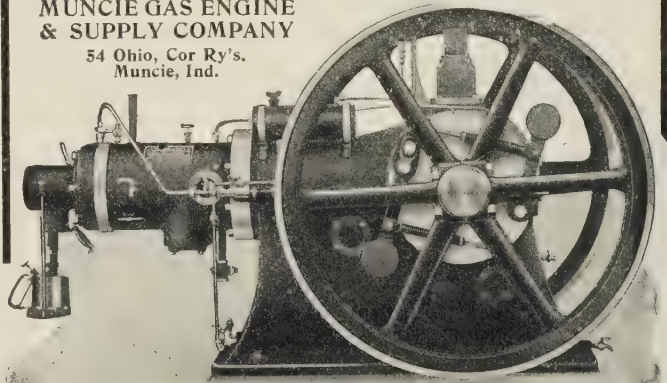
Built for hardest service.

Simple, durable, efficient and economical.

It's the engine for YOU. Write for catalog.

MUNCIE GAS ENGINE
& SUPPLY COMPANY

54 Ohio, Cor Ry's.
Muncie, Ind.



Operate Your Elevator With An Otto

OTTO ENGINES are used by the leading elevator companies in every state. They have proven to be dependable and exceedingly economical in fuel consumption and cost of repairs. Hence Otto engines are the cheapest. Do not experiment when you can quickly obtain the standard in the elevator field—The Otto. The size you are going to need is carried in stock at Chicago, Kansas City and St. Paul, ready for prompt shipment. All duplicate parts are also at hand at each warehouse.

SEND FOR OUR LATEST
BULLETIN NO. 3—TO HOME
OFFICE OR NEAREST BRANCH

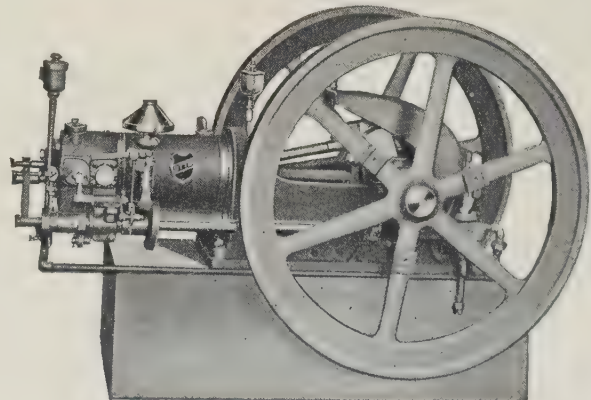


The Otto Gas Engine Works

3217 Walnut St., PHILADELPHIA, PA.

Branches at:
5-17 S. Clinton St., CHICAGO, ILL.
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General Sales Agency with
ROBINSON, CARY & SANDS CO.
St. Paul, Minnesota





CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.





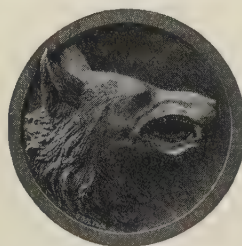
A "Wizard" Magneto

Saves Continuous battery replacing expense.
Saves time, worry and costly break-downs.
Never-varying power saves the elevator.

There is but one cost to the "Wizard"—the first.

Write for Catalog GD

Hercules Electric Company
Indianapolis, Ind.



Need a Friction Clutch —OR— Power Transmission?

If there is a clutch built that is superior to either the **Imperial Friction Clutch** or the **Wolf Disc Clutch** for non-slipping qualities, we have yet to learn its name.

The **Friction Clutch** is the larger of the two and is well adapted for use on line shafting.

The **Disc Clutch** is the most convenient little clutch ever devised for use in "close quarters."

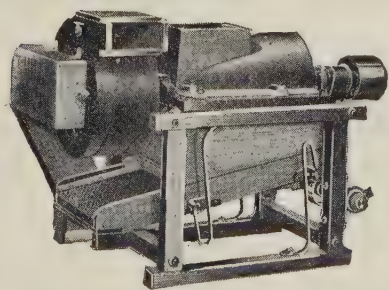
Write for full particulars regarding anything you want to know about either clutches or transmission machinery. Our knowledge is at your disposal.

If you appreciate prompt shipments when ordering transmission machinery, you cannot help but be delighted with the wide awake manner with which we will handle your orders.

Try us for Shafting, Pulleys of any size, Gearing of all kinds—or, in short, anything in the Transmission Line.

A more complete line has never yet been assembled.

THE WOLF COMPANY, Chambersburg, Pa.



One Big Thing

about "N & M. Co." Elevator equipment is its absolutely reliable service. You can depend upon it at all times. Write us about any new equipment you need. Our suggestions or advice can probably put you on the road to much greater efficiency.

NORDYKE & MARMON CO.

America's Leading Mill Builders

INDIANAPOLIS, IND.

Est. 1851

SIXTY YEARS OF SUCCESSFUL MANUFACTURING

INVESTIGATIONS

SYSTEMS

JOHN F. SCHLIMME

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SPECIALIZES IN GRAIN AND MILLING

Flour Exchange Building
MINNEAPOLIS - MINN.

Telephone
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Correspondence
Solicited

Save Time Labor and Costly Mistakes

The old-fashioned paper and pencil method, use of cumbersome and out-of-date grain tables in computing the cost of different quantities of grain or in reducing pounds to bushels is being rapidly replaced by

CLARK'S DECIMAL GRAIN VALUES

The tables show the cost of any quantity of grain at any possible market price, and the reduction of pounds to bushels all on the same page.

Values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, values in black, and price given at the top and bottom of each page.

Three minutes explanatory use, means a continuous service.

Will stand the wear and tear.

Time saved in a month pays initial expense.

Table contains oat values, 32 lbs., 10 to 79 cents per bushel; corn, rye and flaxseed values, 56 lbs., 10 cents to \$1.09 per bushel; wheat, clover, peas and potato values, 60 lbs., 30 cents to \$1.59 per bushel; and barley and buckwheat values, 48 lbs., 20 cents to \$1.49 per bushel.

FINEST THING IN THE WORLD FOR

Checking accounts or reports.

Monthly inventory.

Station report checking.

Daily grain computations.

At any time where speed and accuracy are desired.

Before "the rush" comes—now's the time to order yours. Send \$5 for table bound in art canvas, printed on 80-lb. book paper, or \$6 for one printed on heavy linen ledger paper, bound in cloth, half leather.

Grain Dealers Journal

315 South La Salle Street,
CHICAGO, ILL.



THE OLD WAY


One Man 

with an ATLAS can easily move a loaded one.

Appleton Car-Mover Co.
Appleton, Wis.

The Atlas Car-Mover

will pay for itself daily and last for years.

 Twelve men with a crowbar can hardly move an empty car.

THE NEW WAY



"The Fitzgerald Automatic Electric Overflow Alarm"

Entirely and Surely Prevents

Choked **Overflowing** **GRAIN** **Belts**
Mixed **in Elevator**

It is absolutely automatic. Electric bells give alarm to the agent or operator immediately the bin is full. The device needs no attention, is always ready and willing to work when required. Easily installed, at a very small cost, and in any elevator that is built. One good elevator carpenter can install it in one day. No elevator can afford to be without it for many times the small amount it costs. Write us for particulars and pamphlets.

GRAIN ELEVATOR SPECIALTIES, Ltd.

344 Grain Exchange

Winnipeg, Manitoba

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE SPOUTS. BOOT PANS, STACKS AND TANKS, WAGON DUMPS, MAN LIFTS.

ALL KINDS OF TRANSMISSION CONVEYING AND ELEVATING MACHINERY

**A FULL STOCK CARRIED.
GET OUR PRICES.**

Bland's Flexible Spouts

Interchangeable Sections

Swivel Head

THE BEST
CARLOADER
ON THE MARKET.

**GRAIN DEALERS
SUPPLY CO.**

Minneapolis,
Minn.



TESTING SCALES AND SIEVES, EMPIRE & SALEM BUCKETS, RUBBER, LEATHER AND CHAIN BELTING.

Everything for the **Elevator**

HOTEL VENDOME

THE MINNEAPOLIS DOLLAR HOTEL
200 MODERN ROOMS

Located in Heart of Business District

Automatic Sprinkler and
Fire Proof Construction

\$1.00 SINGLE RATE \$1.00

Rates for Two Persons, \$1.50. Private Bath and Toilet Extra

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

PRICE, \$2 25

GRAIN DEALERS JOURNAL
La Salle St., Chicago, Ill.

600,000 Tons Annually

*The BIGGEST producer of the BEST coal
in the CARTERVILLE field.*

Our 3x2 nut is **rescreened** in a new revolving screen and **hand-picked**. As **clean** as **washed** and a better burner because it contains **less moisture**.

C. & E. I. and Mo. P. railroads give us competitive rates to nearly all points.

Every Car Guaranteed

Write us for detailed circular.

We can save you some money.

JOHNSTON CITY COAL COMPANY
Old Colony Bldg., Chicago

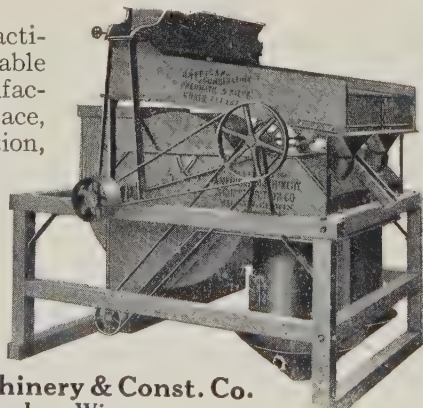
"Cleaner grain—bigger gain"

It's a fact Mr. Grain Man—the cleaner your grain, the larger your profit. The grain buyer and the receiver today demand clean grain, and are willing to pay premium prices to obtain their desire. Wise grain dealers are complying with these conditions, and reaping the profit. The wisest of the wise grain men are those who have installed the

American Grain Cleaner

The American not only cleans your grain better than any other cleaner on the market, but also improves the appearance, assuring premium prices. Results from use of the American will verify an increase in test weight without any perceptible shrinkage loss.

The most practical and profitable cleaner manufactured. Less space, power and attention, and most reliable, simplest and durable.

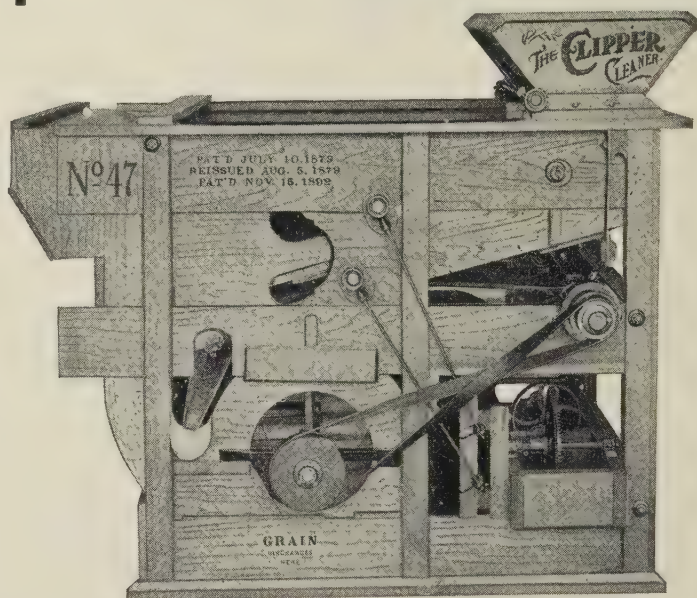


Write for
Catalog

American Machinery & Const. Co.
Milwaukee, Wis.

No. 47 "Clipper" Cleaner

With Traveling Brushes



Stands without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern Improvements.

The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction.

Catalog and Screen Sample Plate free.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

FOR SALE CHEAP—One second-hand Mattoon Car Loader and one 16" French Burr Mill. Rhinehart Smith, Sidney, Ohio.

FOR SALE CHEAP—One Barnard & Leas No. 98 Receiving Separator, 1,000-bu. capacity, in first-class running condition. The Mansfield Elevator Co., Mansfield, Ohio.

ALL KINDS OF ELEVATOR MACHINERY for sale, finds many ready buyers, if inserted in the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

FOR SALE—One Mattoon Car Loader, in good condition, and one Fairbanks, Morse & Co., 15 ton, 22 ft. x 10 ft., platform scale, overhauled by factory, and in good condition. Foundation plans, timber bill and blue print furnished. Rea Chenoweth, London, Ohio.

MILLS FOR SALE CHEAP.

Two 30" Destroyer Feed Mills, with emery stones. For large volume feed grinding. One 24" Monarch Attrition Mill, with under running drive complete. C. F. Dingwall Co., Milwaukee, Wis.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfsee, belt drive; 1-7"x15" Alfsee, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors; 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills—9x18 Noye, 9x18 Hutchison, all three pair high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers—No. 2 Richmond, No. 14 Economy, No. 2 New Holland, No. 5 and No. 6 Excel, No. 2 Kelley-Duplex, Foos Scientific Mills, etc.

Attrition Feed Grinding Mills—16, 18, 20 and 24 inch "Monarch"; 24 inch "Modern Special"; 30 inch "American."

Single Roller Mills—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10x24 and 12x24 "Downtown."

Double Roller Mills—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Belts Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,

431-437 So. Clinton St.,

Chicago,

Illinois.

MACHINES FOR SALE.

FOR SALE.

Four (4) Barnard & Leas No. 4 Oat Clippers. Eight (8) Barnard & Leas Tubular Barley Separators in good condition; very little worn. Prices low. Fagg & Taylor, Chamber of Commerce, Milwaukee, Wis.

WHILE THEY LAST—2 Fairbanks Hopper Scales with hopper timbers, \$35 each. 1 Rochester Flax, Grain and Seed cleaner, \$25; 3 Boot tanks, \$20 each; 1 exhaust fan, \$15; 1 double automatic shovel machine, \$25; 1 5 H. P. Steam engine, \$10; 1 steam pump, \$75; 2,000 practically new cups 6"x18", 15c each, 6"x14", 14c each. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

TAKE A LOOK AT THESE BARGAINS—All makes and sizes of Attrition Mills.

1-18" and 24" Robinson, \$140 and \$175.
1-20" and 24" Unique, \$150 and \$175.
1-16" and 18" Monarch, \$125 and \$140.
1-20" and 24" Monarch, \$150 and \$175.
1-20" Foos and Monarch, \$200 each.
1-30" Excel and 36" Foos, \$200 and \$275.
1-22" American Special, single head, \$165.
1-18" Munson single head, \$95.

A lot of special bargains on mills, which are not yet remodeled, but are in good running order.

Single, 2 pr. and 3 pr. high Roller Mills, also widths and makes from \$90 and up. Burr Mills, all kinds, \$45 and up. Corn Shellers, Dust Collectors, Grain Cleaners, Roller Mills, Water Wheels, Engines and Boilers, Corn Crackers, Oat Crushers and Cob Crushers. Everything for the Mill and Elevator. Get our prices before buying, for new or second-hand machinery or supplies. Give us a chance on all your needs.

Our 2nd-hand machinery is all rebuilt, and in as near a new condition as can be made. It is so guaranteed.

THE MONARCH LINE AND WAY,
Geo. J. Noth, Western Manager,
Monadnock Block Chicago, Ill.

GASOLINE ENGINES

FOR SALE—One 40 H. P. Lambert Gasoline Engine Cheap. G. M. Williams, 219 S. 8th St., St. Louis, Mo.

12 H. P. SPRINGFIELD gasoline engine for sale F. O. B. Here for \$250. 8x16" cylinder, about 200 R. P. M., and fitted with a 30 x 10 pulley. M. D. Hubbard Spring Co., Pontiac, Mich.

GAS AND GASOLINE engines for sale command a vitally interested audience if you insert an advertisement in the "Gas Engines" columns of the Grain Dealers Journal, Chicago, Ill.

FOR SALE—1-30 H. P. Gasoline Engine, almost new and in perfect order. Just purchased elevator, and am installing electric motors. Address, Joseph Poos, Eaton, O.

1-18 H. P. FOOS "special" horizontal \$245; 1-23 H. P. Gilson "hopper cooled," \$335; 1-25 H. P. Brown Horizontal, \$280. All warranted as good as new. Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

GASOLINE ENGINES.

FOR SALE—Gasoline Engine. Having put in electric motors, we have one 20-H. P. Fairbanks-Morse Co. gasoline engine in good repair, which we offer for sale. Jones Bros., Attica, Ind.

FOR SALE AT A BARGAIN

30-H. P. Twin-Cylinder Gasoline Engine, Cook Motor Co. make. Used only two weeks, by an ice plant, which we bought and dismantled. Cost over \$900; will sell for \$600. Just the thing for driving an elevator or feed mill. The Long Mill & Elevator Co., Mechanicsburg, Ohio.

GASOLINE ENGINE BARGAINS.

1-12 H. P. Stover Horizontal, Sample engine\$295
1-16 H. P. Stover Horizontal, with clutch\$265
1-20 H. P. Milwaukee\$285
1-23 H. P. Gilson hopper cooled, Horizontal\$360
1-32 H. P. Fairbanks-Morse, horizontal\$450
All warranted good as new for all purposes.

THE BADGER MOTOR CO.
MILWAUKEE, WIS.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND TRACK SCALE for sale cheap; "Howe" make; 40 ft., good condition. Kaw Milling Co., Topeka, Kans.

FOR SALE—One Avery Automatic Sacking Scale and One Avery Automatic Elevator Scale. Write to W. H. Hurley, Clinton, Mo.

FOR SALE CHEAP, one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

MACHINES WANTED.

ROTARY CORN CLEANER WANTED, 1000 bu., Western or Barnard & Leas. E. R. Ulrich & Sons, Springfield, Ill.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

STEAM ENGINES—BOILERS.

STEAM ENGINES AND BOILERS for sale. Any make, any size, and price of engine or boiler can be quickly and satisfactorily secured thru the "Steam Engines-Boilers" columns of the Grain Dealers Journal, Chicago.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

FOR SALE CHEAP—Million feet of elevator cribbing; hemlock, oak and beech timbers, one marine leg complete, belts, pipe, windows, etc. Kellogg Elevator Wrecking Co., Michigan St. and Buffalo River, Buffalo, N. Y.

ELEVATORS FOR SALE.

EASTERN KANSAS ELEVATOR for sale or trade. No competition. Stock business in connection. Address, Wagner, Box 5, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

FOR SALE—Southern Minn., 12,000 bu. elevator on Ill. Cent. R. R. Feed mill, flour and feed side line. Good territory, fine prospects, price reasonable. Address, Box 59, London, Minn.

MADRID, IOWA:—For Sale the S. B. Williams Elevator. A large and profitable business in grain and hard and soft coal. Address or call. Mrs. Blanche B. Williams, Admx., Madrid, Iowa.

12,000 BU., ELEVATOR in Southern Minn., crib and flat house. Little competition. Good crops always. Will sell at a bargain. Smith, 1940 South Emerson, Minneapolis, Minn.

IOWA GRAIN ELEVATOR, general store and coal business for sale. Can handle live stock if desired. Money-maker, no competition. Small town. Address, Store, Grain Dealers Journal, Chicago, Ill.

30,000 BU., OKLAHOMA grain elevator for sale, in a good corn country and a good town and no competition. Have done a good transit business. Cherokee Grain Co., Vinita, Okla.

ILLINOIS:—For Sale, in town of 2,500, 30,000 bu., elevator, hay warehouse and coal sheds. Doing \$15,000 retail business. A bargain. Address, A. B., Box 5, Grain Dealers Journal, Chicago.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

10,000-BU. MISSOURI ELEVATOR, gasoline or steam power, together with a \$20,000 coal, hay, flour, feed and ice business. Two and half acres of ground attached. \$5,000 cash, if sold immediately. Ill health cause for selling. Address C. Cowherd, Platte City, Mo.

NEBRASKA ELEVATOR, lumber yard, coal and stock business for sale. In one of the best grain and stock centers of the state. Two elevators in town, and only one lumber yard. Residence included in offer. Good reasons for selling. Will offer reasonable terms to buyer. Will bear closest investigation. Will show books for last ten years, which will convince you that here is a first-class A No. 1 lifetime opportunity for some one. Now is the time. The new crop has just begun to move. Reasonable price. Address Opportunity, Box 4, Grain Dealers Journal, Chicago, Ill.

NORTHWEST ELEVATORS FOR SALE.

We offer you the following elevators in good grain territories for sale. Established trade and an A No. 1 investment for those desiring to enter the grain business.

Two North Dakota Elevators, one at Oakes (20,000-bu. capacity), and one at Hampe (20,000-bu. cap.).

Three South Dakota Elevators, one at Yankton (18,000-bu. cap.), one at Hoven (30,000-bu. cap.), and one at Randolph (30,000-bu. cap.).

Two Central Montana Elevators and two flat houses.

Elevators handle 120,000 bus. each per year, and flat houses 60,000 bus. each per year. Good competition. Best crops ever raised.

Nine Lumber Yards in North Dakota and Montana. All good locations.

Will sell all or part of these at a reasonable price. If interested write:

HAWKEYE ELEVATOR CO, MINNEAPOLIS, MINN.

ELEVATORS FOR SALE.

25,000 BU., SOUTH DAKOTA elevator for sale. Cribbed, 40 ft., high, automatic scales and modernly equipped in every respect. Good business. Address, Grain, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Grain and coal business in Iowa. Handled 175,000 bus. of grain and 1,500 tons coal last year. Priced right. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

HAWLEY, IOWA—30x30 elevator, additional sheds, office and corn cribs for sale at a reasonable price. Located on the M. & St. L. Ry. Horsepower. Address Philip Findels, Miranda, So. Dak.

FOR SALE — 20,000 up-to-date cribbed elevator with coal sheds, 2 wagon scales, cleaner, gasoline engine, etc. In best grain section of S. E. So. Dak. Must sell on account of ill health. Address J. C. Schmidt, Medford, Ore.

WILL SELL HALF INTEREST in grain elevator in Red River Valley of North Dakota to some experienced grain buyer who can take charge of the business. \$2,000 required. Address, Red River, Box 5, Grain Dealers Journal, Chicago.

SOUTHEAST KANSAS—For sale, new 15,000 bu. elevator with splendid retail flour, feed and coal business in addition. Only elevator and coal business in the town. Buildings all on owner's land. Address, I. E. Clark, Walnut, Kansas.

ILLINOIS—For Sale or Trade, 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

TO SELL OR EXCHANGE elevator on Chicago Great Western Railway in Minnesota, 20,000-bus. capacity, no competition, very large territory, first-class business, fine opportunity for live man. Good reason for selling. Address Exchange, Box 4, Grain Dealers Journal, Chicago.

THREE UP-TO-DATE NEBRASKA elevators for sale. One on Burlington R. R., and two on U. P. Ry. Good grain points. Best crop prospects ever. Large territory. Right price. Will sell one or all. Address, Nebraska, Box 12, Grain Dealers Journal, Chicago, Ill.

40,000-BU. INDIANA ELEVATOR—Cribbed. Only elevator in county seat, third best farming county in state. Wheat, corn, oats and rye handled. Good wholesale and retail flour and feed business in connection. Will sell separate. Address, T. L. Box 1, Grain Dealers Journal, Chicago, Ill.

ONLY ELEVATOR IN ILLINOIS town of 800, business also includes coal house, flour and feed warehouse, scales and office. Good farming community. Located on the I. C. and B. & O. S. W. Ry's on a direct route to Chicago, Cairo, Memphis, New Orleans and Louisville, Ky. Last Chance. Address, Best Yet, Box 5, Grain Dealers Journal, Chicago.

TWO ILLINOIS ELEVATORS for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Nebeter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

THE FIRST \$5,000 CASH takes the best 40,000 bu. elevator and implement buildings in North Central part of Iowa. Implements about \$2,000. Elevator ships about 125,000 or more bushels. Elevator all hopper bins, and contains all new machinery. Best crop in years. From \$8,000 to \$10,000 worth of machinery sold in a year. No competition. Address Alex, Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

OVER 6,000 ELEVATORS to choose from if you make your wants known thru the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

NORTHEAST KANSAS ELEVATOR for sale, with sheller, cleaner, gasoline engine, three large dumps, good competition, one other elevator, good town. Also seven room residence if desired. Address, Water, Box 5, Grain Dealers Journal, Chicago.

MARION, OHIO:—For sale or lease, elevator, coal sheds, feed warehouse, office and barn centrally located at above city of 22,000. One of the best farming communities in State. Will lease for long period with option of purchase or sell on easy terms. Address, J. W. Jacoby, Marion, Ohio.

20,000 BU. CENTRAL NEBRASKA elevator, lumber yard, coal and hog business for sale. Located on the M. P. Ry., established 1896. Ship about 400,000 bus. per year. Crop and business prospects excellent. A mighty fine opportunity for a good live man. Easy terms. Address Lumber, Box 3, Grain Dealers Journal, Chicago, Ill.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

A BUSINESS OPPORTUNITY requiring some capital is presented through the selling out of a line of lumber yards, country elevators, etc., in Iowa. Have several good live plants left, each one affording a good business opening for a hustler with sufficient means to buy the plant and carry on the business. Further particulars on application. Give references. Address, Capital, Box 5, Grain Dealers Journal, Chicago.

ONLY ELEVATOR at northwestern Ohio station for sale, 40,000 bu., cribbed. Hay, coal, flour and feed business in connection. 350 ton hay barn, 500 ton coal sheds, steam power. Ships annually 150 cars grain, 200 cars hay, retails 40 cars coal. Corn, oats, wheat, rye and seeds handled on good margins. Good town of 900 population, good school and high school, three churches, one bank. Prospect for large corn crop. 80% of oats in farmers hands. Price \$14,000. Too much other business, reason for selling. Address, C. N. R., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

LOTS IN DAYTON, OHIO:—to exchange for elevator in improved territory at cash value. Address, Chas., Box 5, Grain Dealers Journal, Chicago, Ill.

TO TRADE FOR GRAIN ELEVATOR:—80 acres of good land, well improved in Central Ill. Price \$100.00 per acre. Address, Smith, Box 5, Grain Dealers Journal, Chicago, Ill.

TO TRADE 80 ACRES in Gulf coast of Texas near Mission for elevator in Indiana preferred. Price of land \$125 per acre. Address, Coast, Box 5, Grain Dealers Journal, Chicago.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

SITUATIONS WANTED.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

SITUATION WANTED as grain buyer in country town. Can speak Swedish and English, 7 years' experience, best references, honest. Address Dayton, Box 4, Grain Dealers Journal, Chicago.

MAN WITH EXPERIENCE in grain business desires position with some responsible grain firm as traveling solicitor; can swing a good business. Address Box J, Manson, Iowa.

POSITION WANTED:—By married man, position as manager of country elevator. Five seasons experience in grain business. Best of references. W. N. Woodhead, Edgar, Nebr.

WANTED A POSITION as manager in elevator in town of 6,000 to 8,000. Have had 6 years experience and married. Can give best reference. G. C. Grove, Sturgis, Mich.

IF YOU ARE LOOKING FOR A GOOD man, consult the "Situations Wanted" columns of the Grain Dealers Journal, every issue. Here where the best look for the best.

MAN OF 7 YEARS EXPERIENCE in grain business desires position with some responsible grain firm as traveling solicitor. Married and will leave salary to employer after trial. Address, 7 yrs., Box 9, Grain Dealers Journal, Chicago.

POSITION WANTED AS MANAGER of country elevator. Eleven years experience. Married and temperate. In a partnership at present but must change on account of crop failure. Nebr. or Kans. preferred. Address, Experience, Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

A FARMERS ELEVATOR MANAGER has to make a change on account of drought. Have had lifetime experience, also some reference, married. What have you to offer? Prefer Minn. or Ill. Address, Hay, Box 2, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN, HAY and flour salesman wants position on road or home. \$100.00 per month to start. Worked trade on streets in Chicago for 17 years. References furnished. J. H. Johnston, 206 Mint Bldg., Denver, Colo.

POSITION WANTED AS MANAGER of country elevator or will handle one on commission if handling 200,000 bu., per year or better. 33 years of age, a life-time in the grain business. Address, Manager, Box 5, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

EXPERIENCED TERMINAL MARKET hay salesman wanted. Address, Salesman, Box 5, Grain Dealers Journal, Chicago.

WE HAVE AN OPENING FOR YOU, in fact the largest number, if you will only make your want known thru the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

HAY WANTED.

WANTED—100 Cars Oat Straw. C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

DELIVERED PRICES ON HAY and feed in car lots wanted from reliable grain dealers. Wm. Shepard, Dundee, Via Haines City, Florida.

BUSINESS OPPORTUNITIES.

GOOD LOCATION FOR GRAIN elevator. large territory, modern town and small competition. Address, 191, Box 5, Grain Dealers Journal, Chicago, Ill.

HAY, GRAIN, AND SEED BUSINESS with 5 or more years' lease on warehouse in Albuquerque, N. Mex., this is one of the oldest, largest and best in city; owner is retiring from business and will sell without bonus to a reliable party. For particulars address, Swan Realty Co., Albuquerque, N. Mex.

\$2,000 FOR HALF INTEREST in grain brokerage business in Northern Ill., town. Good connections with Eastern, Southern and Chicago firms. Good dividends on small investment. Write for particulars before the new crop moves. Address, Half, Box 5, Grain Dealers Journal, Chicago.

HALF-INTEREST in first-class grain, coal, flour and feed business. Fine elevator, well located, in best 3,000 population town of Southern Minn. Address Half-Interest, Box 4, Grain Dealers Journal, Chicago.

FOR RENT, 75-BBL. FLOUR MILL and elevator. New, up-to-date, doing a good business in all kinds of grain, flour and feed. Owners want to retire, and will rent to right party, and sell mill necessities as flour and grain sacks, etc., as buyer desires. Running steady and making good money. Address Rent, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. NO OTHER WAY. 12 years' experience worth \$1,000 to buyers GRATIS. List with me, buy of me and have good luck.

HOW TO SELL YOUR ELEVATOR

On May 21st, 1910, W. H. Fluke, Fairland, Okla., wrote us as follows:

Grain Dealers Journal, Chicago.

Gentlemen: Please send me the Grain Dealers Journal for six months and put the following adv. in the next issue (May 25th) of the Journal.

Signed, W. H. Fluke.

Here is the Advertisement

\$3,600 WILL BUY a 15,000 bu. cribbed elevator, iron side and roof, on Frisco Ry. 600 bu. sheller, dump scale, 3 stand elevator, gasoline engine, hopper scales. Three weeks until harvest; corn, wheat and oats in the very best condition. Large territory to draw from. A money maker. Address F. H. W., Box 10, Grain Dealers Journal, Chicago, Ill.

On July 4th, 1910, he wrote us as follows:

Grain Dealers Journal, Chicago.

Gentlemen: Please find check for \$3.60 to square my account (75c for sub. and \$2.85 for advertisements). I am glad to inform you that the first adv. sold my elevator to Geo. F. Melbourn, of Minden, Neb. Yours truly, W. H. Fluke.

If you want to sell your elevator send in your adv. at once or give us particulars and we will write one for you.

GRAIN DEALERS JOURNAL, - 255 La Salle St., Chicago, Ill.

SEEDS FOR SALE—WANTED

DIRECTORY

OF THE

GRASS SEED TRADE

We are in receipt of so many inquiries regarding the names and location of Wholesale Grass Seed Dealers, that henceforth we shall publish in each number of the Grain Dealers Journal an alphabetical list of those dealers who wish to be so classified.

ARCHBOLD, OHIO.
Hirsch, Henry, all kinds grass and field seeds.
BAMFORD, PA.
Hoffman, A. H., earlots or less seed wheat.
COLUMBUS, OHIO.
Livingston Seed Co., garden, field, flower seeds.
KANSAS CITY, MO.
Rudy-Patrick Seed Co., grass and field seeds.
NEW YORK, N. Y.
Loewith, Larson & Co., clover, grass, field seeds.

GRAIN WANTED.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

S. C. BRINSER, MIDDLETOWN, PA., wants good yellow corn for meal for table use in car load lots to East Middletown. Draft cashed prompt for good corn. Reference National or Farmers Bank, Middletown, Pa. Send samples and prices.

MR. MILLER—DO YOU WANT PURE virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

TIMOTHY SEED SAMPLES WANTED. Whenever you can offer. National Seed Co., Louisville, Ky.

SEED WHEAT FOR SALE—Millers, grain dealers, seed men, all wanting good seed wheat, can readily satisfy their want thru an advertisement in the "Seeds Wanted" columns of the Grain Dealers Journal.

SEED INFORMATION.

RED CLOVER CROP has been damaged by rain, in the most important growing countries and we look for a higher range in values. Loewith, Larson & Co., New York, N. Y.

We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

WHEN YOU WANT ANYTHING AND DON'T
KNOW WHERE TO FIND IT
WRITE BUREAU OF INFORMATION.
GRAIN DEALERS JOURNAL CHICAGO, ILL.

John A. Salzer Seed Co.

GROWERS and DEALERS of
FARM and GARDEN SEEDS

LA CROSSE, - WISCONSIN

FUTURES

Clover—Aleyke—Timothy

SOUTHWORTH & COMPANY

Produce Ex., TOLEDO, O.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

Mr. Kar-Lot

Kaffir Korn! Konsumer

Do you receive our quotations?

If not, write today.

Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and Milo Maize.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS



GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator.....

bus.

State.....

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

PURE BRED SEED WHEAT
Turkey Red, Bearded and Red Cross
Smooth. Recleaned and graded. Write for
delivered prices. L. C. Brown, La Grange,
Ill.

WE HAVE THE LARGEST CROP of
Timothy and Clover Seed grown in the last
Twenty-five years. Write us for samples
and quotations. S. Bash & Co., Ft. Wayne,
Ind.

TIMOTHY SEED FOR SALE—If you
want the very best TIMOTHY SEED right
from the heart of the timothy seed section
of Iowa, write us stating how much you
want. We will send samples and prices.
Our seed was never better. Ottumwa Seed
Co., Ottumwa, Iowa.

SEEDS FOR SALE.

MILLET SEED FOR SALE—I can fill
your wants for millet seed. Address E. A.
Coulal, David City, Neb.

ALFALFA SEED FOR SALE—New
crop, irrigated, recleaned, seamless bags;
car lots. Reinhardt & Co., Growers, Mc-
Kinney, Tex.

FANCY RECLEANED ALFALFA SEED
from finest irrigated alfalfa fields in the
world. Absolutely guaranteed. Make bid
on one to five cars FOB Barstow. Rein-
hardt & Company, Barstow, Texas.

SEED WHEAT FOR SALE.

We have a few cars of choice Missouri
Soft Winter Wheat at popular prices. Will
furnish samples and prices on application.
Eaton-McClelland Commission Co., St.
Louis, Mo.

SEEDS FOR SALE.

FOR SALE:—New Crop Kansas Alfalfa.
Send for samples and prices. Rudy-Patrick
Seed Co., Kansas City, Mo.

WE HAVE A LIMITED AMOUNT of
choice Lancaster Seed Wheat for sale.
Write for sample and prices. Cerro Gordo
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RUDY SEED WHEAT FOR SALE
Recleaned. From field that averaged 28
bus., per acre. Price \$1.30 F. O. B. Bags
20c each. D. O. Dilling, Hagerstown, Ind.

If Your Business

isn't worth advertising
advertise it for sale

IF YOU WANT

High Grade Timothy Seed, Alfalfa, Alsike,
White Clover, Vetches, Millet and Sunflower
Seed, write for samples.

G. S. MANN, Seed Broker

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GRAIN, HAY and SEED MERCHANTS
Field Seeds a Specialty
NORTH MANCHESTER, INDIANA

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND
ALFALFA CLOVERS, RED TOP, MILLETS,
BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

SEED WE BUY AND SELL SEED
Established 1838 SEED OF ALL KINDS Writeor Wire Us Incorporated 1904
The J. M. McCullough's Sons Co.
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Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio.

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Eclipse Poultry Feed

Absolutely sure Egg Producer.
Hens lay summer and winter.
It shows results; increases trade

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Wire or Write for Samples and Prices

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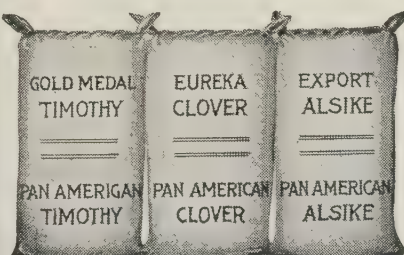
Minneapolis Seed Company

Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices



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Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
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—Lawn Seed—Orchard Grass—
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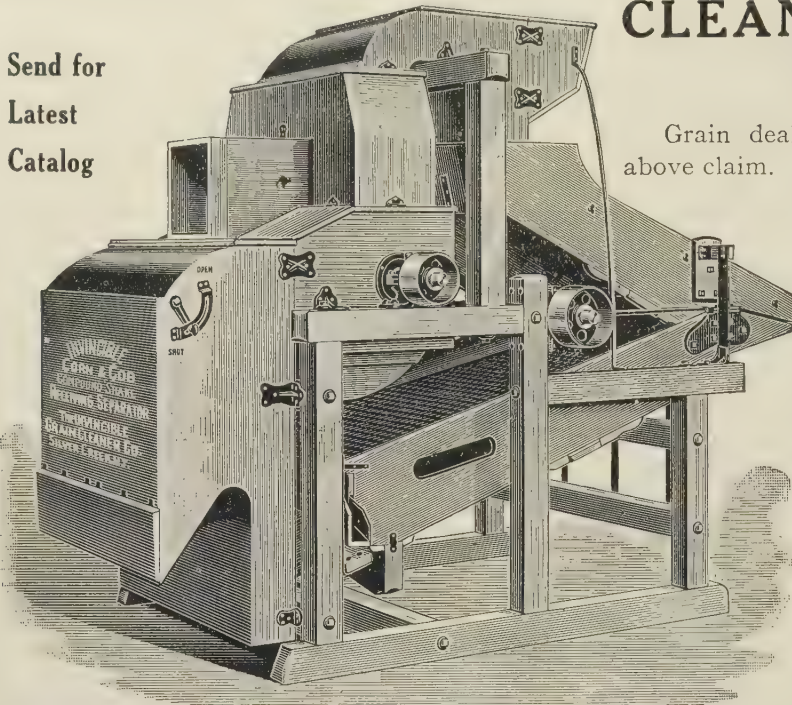
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Correspondence Solicited



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CLEANED CORN BRINGS BEST PRICE

Grain dealers require no argument to prove the above claim.

Experience has taught it many times.
To get the highest prices all corn shippers should install

The Invincible Corn and Cob Separator and Cleaner

We guarantee this machine will take the Corn and Cob mixed from the Sheller and in one operation deliver the corn clean and ready for market.

Send for particulars today.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

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How's the Sheller?

Mr. Elevator Man, now's the time to consider the **sheller question**. Now's the time to look over yours.

- It it running right?
- Is it worn out?
- Has it broken down?
- Is there any danger that it will break down?
- Is it satisfactory?

Then, before the new corn crop moves, investigate the

"Western" Pitless Sheller

This sheller supplies the demand for a machine which will discharge directly into the elevator boot, doing away with the deep pit or tank under your elevator.

After over forty years of study and practical experience with corn shellers, we claim that we have the only fan discharge sheller on the market today, which **WILL NOT CRACK THE CORN**.

Western Shellers are adjustable and can be changed in a few minutes to discharge either to the right or left, under or over, also adjustable to all kinds and conditions of corn, while machine is running at full speed.

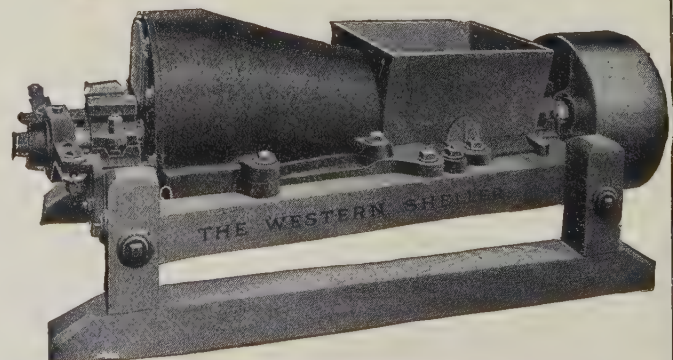
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Union Iron Works
DECATUR, ILL.



"The Ones"



GRAIN DEALERS JOURNAL

Published on the
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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., SEPTEMBER 10, 1912

THE PURE Seed Law enacted at the last session of Congress is very likely to make trouble for those who attempt to import or ship in interstate commerce adulterated seeds.

PRIVATE car seals, when numbered consecutively and recorded on each B/L and shipping weight certificate, afford a sure means of detecting cars which have been broken open.

HOT! Certainly it's hot—hot everywhere. It's King Corn's hot holiday and everybody should rejoice in his early and certain escape from destructive nippings by Jack Frost.

DAMP, sprouting, dirty grain cannot be expected to bring the price of No. 2, and the shipper who persists in paying up for such stuff, just because his competitor does, deserves to get a heavy loss.

THE FOLLY of sending 49 copies of the same market report to the same shipper is apparent to anyone who will visit the shipper when he is opening his mail, but the receiver who sends only one to each shipper seems unwilling to take the shippers' view of the annoying waste. Do the 48 wasted copies do any one good?

AS SOON as new corn begins to move every shipper who has been forced to buy will wonder why in the world he didn't buy a moisture tester long ago.

WHAT does it cost to handle grain thru your elevator? If you do not know exactly better stop buying until you find out. It may be possible you are buying so close you are losing money on each bushel. *Investigate.*

SHIPPERS who load cars so full that inspectors cannot obtain a fair average sample of their contents must expect grading to be delayed until car can be unloaded and its contents sampled with a fair degree of accuracy.

SEED CORN week will soon become an established institution in every large corn growing state, but as the seasons change the seed gathering week must also be changed to insure farmers gathering seed which is mature.

OHIO shippers are complaining of their inability to obtain cars for grain shipments, but judging from the complaints received they are not suffering so much as Kansas shippers, who with full elevators are now piling wheat on the ground.

THE GRAIN dealer who obtains all necessary financial accommodations from his home bank will generally obtain money at the usual rate of interest and receive many favors and accommodations that otherwise would have been charged for.

THE POMERENE bill providing for the best Bs/L ever granted shippers was passed by the U. S. Senate, but hung up in the Com'te on Interstate and Foreign Commerce of the House. When solicited to vote for your present Congressman ask him to write out his views on this bill and tell him of the needs of your business.

BANKERS who forward B/L with draft attached to destination by a circuitous route oftentimes delay B/L so much that consignee is unable to unload car until demurrage has accrued. Shippers will promote their own interests by insisting that drafts be forwarded direct to destination, so as to insure consignee obtaining possession of B/L before arrival of the grain.

BEGINNING the movement of a new crop is an excellent time to cultivate friendly relations with your competitors, if you have not already established them. No man who has competitors can rightfully expect to handle all the grain, because one can seldom market it more advantageously than the other, hence neither can afford to pay more for grain than the other, and if he does so, he must recoup his loss out of his own purse.

MONTANA has always been recognized as a great copper producer, but this year its bountiful crops will win for the state a prominent place as a grain producer.

SHIPPERS should not permit their eagerness to empty their elevator prompt them to load cars in excess of marked capacity, as by so doing they may wreck a train and become liable for heavy damages. Some roads unload every car they find loaded in excess of capacity and charge shipper heavily for transferring. It is far better for all concerned that cars be not loaded beyond marked capacity.

FIRE in a Columbus, Ind., elevator recently was traced directly to a pile of cobs, and had not a night operator detected it soon after it started, the elevator would have been destroyed and another loss credited to an unknown cause. If cobs or slack coal are to be used for fuel, they should be kept in a room which will permit of their burning without communicating fire to the elevator.

THE ACTIVE movement of a new crop, and especially of a large crop like the present, makes the grain commission field a very inviting one to sharpers and fakers, who never hesitate to impose upon the credulous. Shippers should confine their dealings in organized markets to members of the organized exchanges and refuse under any conditions to have any dealings with others, unless of known responsibility.

ONE of the most important matters which will be discussed at the Norfolk meeting next month will be the proposed standardization of corn grades, as outlined by the Standardization Bureau of the Agricultural Dept. The Government is determined that uniform standards shall be adopted in all markets, and if the markets desire a voice in the drafting of the rules they must voice their sentiments prior to the adoption of the standards, as it will be a very difficult matter to secure a change after standard rules have been agreed upon by the organized trade.

BREAKING car seals on interstate shipments is forbidden by a bill passed by the House of Representatives. Grain shippers who have been suffering losses due to the breaking of seals should promptly report same to the railroads, the Interstate Commerce Commission and the state authorities, so as to insure the early enactment of rigorous laws by every law making authority to put a stop to the pilfering of cars. It should not be a difficult matter to obtain such legislation everywhere, as few lawmakers are so dense as to be unable to perceive quickly the necessity of laws specifically forbidding pilfering of this character.

THE DEPRESSING influence of the last crop report will cause many grain producers to wonder if the government report is really right. If the government would stop wasting money on the free distribution of seed, and transfer the money so wasted to the use of the crop reporting bureau for the employment of more crop reporting experts, the reports would be much more dependable.

AS EVIDENCE of the advantages of permitting boys to play about grain elevators, two Illinois boys are suffering from recent experiences. One that he knew how to manipulate the gasoline engine and came near losing three fingers. Another, a youth of 11 years, who was determined to prove his ability to run the man-lift, was thrown down 60 ft. by a sudden reversal of the machinery. When boys are kept out of grain elevators they will not meet with these accidents and the elevator man will not be blamed for their injury or killing.

SHIPPERS to the St. Louis market can promote their own interests by insisting that all sales be subject to the supervision of the weighing department of the Merchants' Exchange. It seems that many buyers in that market are unwilling to contribute their mite to the support of the weighing bureau, and as Exchange members have the option of using the service or not, the bureau is dependent entirely upon those members of the trade who are interested in the welfare of the markets and it is unable to pay expenses. All members of the trade are greatly benefited by the excellent work done by this department, and all should voluntarily contribute to its support, but failing in this, the exchange should enact a rule making the service compulsory.

THE SECRETARY of the Kansas State Board of Health is evidently a great admirer of the famous Dr. Wiley, formerly of the Agricultural Dept. of Washington, and hoping to obtain some of the advertising and notoriety of the famous doctor, Sec'y. Crumrine is striving to force laboratory methods upon Kansas grain dealers. He talks much about prosecuting grain elevator men for adulterating foods, but deals in such glittering generalities that little will come of his bluff. He first attempted to tell the threshermen how much weed seed would be permitted in each bushel of wheat. The threshermen laughed and said they would thresh what grew in the fields. Sec'y. Crumrine still threatened and thundered denunciations against the adulterators, but up to the present no one has been put in jail or even fined for growing mixed grains or for mixing grains, and it now seems probable that the grain dealers of the Sunflower State will make it so warm for the official secretary that he will soon be wishing no one had told him grains ever were mixed. The grain dealers of the state are up in arms, and will very likely get the officious one just as they got chief inspector Gordon.

LETTERS of commendation of the scale inspection and repair department of the Hay & Grain Producers & Shippers Ass'n. of Northwestern Ohio proves conclusively the need of such service and the practicability of its being performed by an association of grain shippers. Wherever the associations have undertaken this work they have made a success of it and shippers, by supporting the scale inspection department, have increased the confidence of buyers and railroad claim agents in their weights.

AN EASTERN shipper who had been paying all freight bills presented by the railroads and presuming that they were correct, has been sorely grieved to learn that last year he paid out over \$8,000 more than he should have paid, under the correct interpretation of the legal tariff. Few large shippers now attempt to do business without a freight traffic manager, and no doubt every shippers' organization would profit splendidly by the employment of a freight expert, who could always tell them the correct amount of freight which they should pay. The railroads have not yet seen fit to return excess freight when collected.

SO LONG as grain shippers repair box cars without cost to railroad companies, it is not likely that the carriers will object. The Interstate Commerce Commission has upon several occasions forbid carriers compensating shippers for their labor and reimbursement for material supplied. The reason for this is that if the practice became common it would open the way to rebates. The Commission holds it to be the duty of the carriers to place its rolling stock in fit condition to receive grain before tendering cars for shipment. Upon several occasions members of the Commission have hinted that shippers might obtain redress thru the courts. Bunching claims of this character would seem feasible, but if each claim were to be fought out on its own merits suing would be impractical.

KANSAS CITY'S Board of Trade has succeeded most admirably in sampling and inspecting grain on the Kansas side, and this too at one-half the cost charged by the Kansas politicians, and in about half the time, notwithstanding the department was organized and put in working order on almost a moment's notice. Notwithstanding the department inspected 7,200 cars of grain during the first month, reinspections were called on only 202 cars, and changes made on only 91 cars. For the purpose of obtaining earlier delivery of samples to consignees, an automobile has been pressed into service and new help employed. The success of this new department is surely most encouraging, and it is to be hoped that the trade will take over other political grain inspection departments, and thus improve the service and reduce the trade's troubles.

THE CAR SHORTAGE.

Shippers of some sections are already complaining of their inability to obtain empty cars for loading out grain, and if the forecast of the Chairman of the Association of Western Railroads comes true, shippers at every station will suffer severely before the crop is moved, in fact the available car surplus is being reduced more rapidly than in previous years, so that all sections may be suffering for cars long before Oct. 24th.

The State Grain Inspection Dept. at Chicago has been asking for more time for inspection and delivery of samples to consignees, which cannot in the interests of anyone excepting the inspection department be granted. If the inspectors and samplers are granted more time, shippers will have to pay more interest on advances and more grain will get out of condition, which will assist in further delay of rolling stock. The trade owes it to its own interests to insist that the Inspection Dept. perform its work quickly and carefully, thus reducing the delay in release of cars at destination.

Chairman Garrett's paper, delivered before the officers of state ass'ns, contains many excellent suggestions for the alleviation of the car situation, and if the members of the trade will conscientiously co-operate along the lines he suggests they will materially assist in reducing the trouble and inconvenience all must suffer before the season is closed.

INTEREST ON ADVANCES.

Interest charges on money advanced on B/L for grain but "shippers track" continues the cause of much discussion in association circles. Greedy buyers are most to blame for trouble because they frequently charge more interest than there is any excuse for charging. No one expects the commission merchant who acts as the agent of the shipper and sells the grain for the account of the shipper to go out and borrow money for the shipper without charging at least the interest he has to pay for the money. In no other line of business is it customary to pay for a commodity in advance of its delivery.

Some country buyers advance money to farmers on grain to be delivered after harvest, and without interest, but not one of them will defend the practice. It is not businesslike.

The paying of drafts attached to S/O Bs/L in advance of the arrival of the grain is a practice which no doubt arose from the necessities of the shipper in the early days of large bulk shipments. Today many shippers have sufficient working capital so it is unnecessary for them to make a draft against their shipments, but still they continue the practice because it is the safer method. If the shippers would make their drafts payable

upon the weighing of the grain no one could present any excuse for charging interest and they would be just as well protected against the loss of their grain as at present. Jestering debaters in some meetings have suggested that shippers who desire to escape the interest charge desist from making drafts against their shipments. The practice is too well established for shippers to consider seriously such a departure.

It is generally admitted that if all track buyers bid for grain "f.o.b. cars destination" instead of "shipper's track," then they could not be expected to make any advances free of interest until grain had been inspected. The money paid for the grain passes to the control of the seller at about the same time as the grain passes to the control of the buyer, then there is no advance payment and no interest justified.

RECOOPERING OF GRAIN CARS AT CHICAGO.

Twenty-three grain carrying railroads entering Chicago have contracted with the Grain Door Buro to reclaim all grain doors from inbound cars and to reappear all cars for outbound shipments. The arrangement is one which should work incalculable good to the grain trade as well as to the grain carrying lines which are parties to the contract. The arrangement is designed primarily to insure the return of grain doors to their owners and to reduce shortages in grain shipments. If the instructions to be followed by the buro were followed by every grain shipper in the preparation of cars, the number of leaks would be greatly reduced and losses obviated. Each car will be subject to the following treatment:

1. All cars to be coopered are inspected to see if they are suitable for carrying bulk grain.
2. Each car is swept clean.
3. Fiber paper and burlap are used freely to make cars grain tight, as follows: (a) Defective linings are repaired with fiber paper, burlap and boards. (b) Wherever necessary the linings at the ends of cars are covered with fiber paper. This paper is so applied that it will overlap the floor several inches. Defective side linings covered are covered similarly. (c) King bolts are covered with burlap. (d) Paper or burlap pads are used to cover any cracks in the floors. (e) Door posts filled with old nails or spikes are covered with burlap or paper pads to insure tight joints between grain doors and door posts. (f) Where necessary to prevent possible leakage between the boards of grain doors, fiber paper is applied on the inside of the door. This paper is so applied that it will overlap the floor several inches.
4. To stiffen the grain doors and to prevent possible leakage at their intersections, the doors are tied together near the center with an upright brace extending from the door-sill. Wherever possible the upright brace is secured at the floor by means of a well-nailed cleat placed about 1/4 of an inch from the brace.
5. Any loose sheathings are secured to the sills by the free use of cement-coated nails.

If every terminal market transferring rail shipments can induce the outbound railroads to enter into a similar agreement, the trade of that market will be fortified against leaks in out-bound shipments and relieved of a world of worry

and trouble. The arrangement will prove of much benefit to the railroad companies, because no car will be loaded with grain until it has been O. K'd by an inspector from the Board of Trade weighing department, so that henceforth buyers of grain loaded at Chicago will find it necessary to prove any claim of shortage with a very careful record of the weights at destination and a specific statement as to the manner of securing the weights.

THE REVERSAL OF THE HALL-BAKER DECISION.

Grain dealers everywhere will be pleased to peruse the decision of the U. S. Circuit Court of Appeals of the Eighth Circuit in the case of the Hall-Baker Grain Co. vs. The U. S. of America. The court decided that "because there was no evidence to sustain any of the charges in the indictment, the judgment below must be reversed and the case must be remanded to the court below for new trial."

This case was a particularly fortunate one in that the Hall-Baker Grain Co. never actually handled the grain, but it was handled for it thru a public elevator, the operators of which were not interested in the grain business and had nothing to gain by mixing or adulterating grain, and what is more it was never proved that anyone had mixed or adulterated the grain. The wheat was just what the Hall-Baker Grain Co. sold and agreed to deliver.

A careful reading of the decision, which is published elsewhere in this number, page 364, will greatly clarify the rights of the trade under the Pure Food & Drugs Act. Under this decision the grain dealer will be permitted to deliver grain for the grade given it by the official inspector, and if he be charged with mixing or adulterating the grain, then it will be incumbent upon those so charging him to prove their charge.

Now that the Buro of Chemistry has been reorganized and its fighting head eliminated, any campaign conducted against the adulteration or mixing of grain will be likely to be conducted with more consideration for the mixing done in the fields before the grain gets into the farmers' bags. Experienced growers of hard wheat, under like conditions of soil and climate, have produced both hard and soft wheat from hard seed the same season and wondered at it, but not one has dared to bring suit for adulteration against nature, the soil or the elements, which have contributed to the production of the mixed product. If the punctilious, impracticable laboratory chemists persist in insisting on all grains of like quality, color and hardness being kept separate, they will so greatly increase the cost of handling grain that somebody will be mobbed. The technical end they seek is unnecessary to the preservation of either life or health. The chemists are overreaching the objects and purposes of the Pure Food Law and bringing it into disrepute with all fair-minded people.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. P. 27006 loaded with wheat was set out at La Moure, N. D., Sept. 6 leaking badly at one end. Section men repaired the leak and car was sent on.—La Moure Grain Co.

P. & L. E. 1830 was set out at Everly, Ia., Sept. 4, leaking wheat. Car was repaired here by R. R. Co.—F. W. Roberts.

N. Y. C. & H. 98567 leaking wheat from end was repaired at Barnes, Kan., Sept. 4, and sent on its way.—W. R. Popkess.

V. R. R. 8855 leaking wheat from end was repaired at Barnes, Kan., Sept. 4 and sent on its way.—W. R. Popkess.

C. M. & St. P. 32442 loaded with wheat was transferred at Hartley, Ia., the fore part of this month, on account of a serious leak.—C. H. Betts.

C. B. & Q. 33592 passed thru Chillicothe, Mo., Sept. 6, leaking wheat badly from both ends.—H. P. Scruby.

C. M. & St. P. 21718 loaded with corn was set out at Davis Jct., Ill., Sept. 3, leaking from end.—Neola Elvtr. Co., by W. R.

St. L. & S. W. 14044 loaded with oats was set out at Davis Jct. Sept. 3 in bad order, leaking from end.—Neola Elvtr. Co., by W. R.

C. M. & St. P. 58530 loaded with salvaged wheat was set out at Davis Jct., Ill., Sept. 3, in bad order, leaking grain at end of car.—Neola Elvtr. Co., by W. R.

C. St. P. M. & O. 27146 passed thru Wadams Grove, Ill., early this month loaded with oats and leaking at side door.—Agt. H. A. Hillmer Co.

N. Y. N. H. & H. 86717 passed thru North Creek, O., Aug. 31, leaking oats over front truck. Was a bad leak and loss will be heavy. Train did not stop.—C. C. Schafer.

N. Y. C. & St. L. 11239 was set out at Colburn, Ind., Aug. 30, leaking yellow corn thru end at bottom of car over draw bar. On Aug. 31, train No. 74 attempted to pick up this and another car on side track but in doing so, let some of the cars get away and run together, breaking a large hole in the other end of this car, causing corn to leak freely. About 10 bus. ran out but the best of it was picked up by the car repair men and put back in the car. I think this car has lost considerable corn.—W. F. Noble.

Frisco 30953 was set out at Myra, N. D., Aug. 30, leaking barley on account of broken draw bar. About 10 bus. of barley was spilled out on the ground; contents would have to be transferred.—E. A. Harseim, Sutton, N. D.

P. W. & C. 1975 or 1925 passed thru Unionville Center, O., Aug. 30, leaking grain from door in a large stream.—H. Hall.

Seaboard 1744 passed thru Fairmont, Neb., Aug. 29, leaking wheat badly at every joint all along side of car, due to a broken side post.—T. M. Wright.

Wabash 62469 passed thru Colburn, Ind., Aug. 27 leaking yellow corn in a stream. Train did not stop here but notified agent by 'phone.—W. F. Noble.

Grand Trunk 16908 was set off at Dawson, O., on account of a hot box, Aug. 25, and on Aug. 28 was still there. Wheat heating.—H. I. Staley.

M. C. 46981 passed thru Paxton, Ill., Aug. 24 leaking oats from side of car.—Harry Tjardes, Rankin, Ill.

N. W. 67384 passed thru Crandon, S. D., Aug. 24, leaking wheat at the end.—G. G. Stahl, mgr. Crandon Farmers Elv'tr. Co.

Southern 134893 passed thru Hanna City, Ill., Aug. 23 leaking yellow corn on side near door. When the train stopped, I fixed the leak to the best of my ability.—Charles Rindfleisch.

O. S. L. 10198 passed thru Topeka, Ind., Aug. 23, leaking oats at end door.—A. E. Barfell, mgr. Nathan Grain Co.

N. P. 37317 passed thru Oriska, N. D., Aug. 22, leaking badly on side between door and end.—J. E. Tierney.

The common problem, yours, mine, everyone's,
Is—not to fancy what were fair in life,
Provided it could be—but, finding first
What may be, then how to make it fair
Up to our means. Browning.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO BUILD A COB BURNER?

Grain Dealers Journal: We would like to find out where we can get directions for building a cob burner.—Prairie City Grain & Stock Co., Prairie City, Ia.

Ans.: Detailed specifications and plans drawn to scale with all dimensions are given in the *Grain Dealers Journal* of May 25, page 763, for the construction of the cob burner approved by the mutual fire insurance companies.

WANT PLAN FOR CORN CRIB.

Grain Dealers Journal: We contemplate building a corn crib to hold corn until spring, and of 5,000 bus. capacity. Where can we get a plan for such a building?—Bad Axe Grain Co., Fred W. Kinde, mgr., Bad Axe, Mich.

Ans.: Build a narrow, well ventilated crib, well protected on the outside with 4-inch boards having beveled edges, so placed as to reduce the chance of rain and snow getting into the grain. If more advantageous to build the cribs wide, we would suggest placing at frequent intervals triangular racks lengthwise of the crib, so as to permit the free passage of air. If it is just as convenient and safe, build the crib out in the open where it will

not be shielded from the wind by any other structure.

Plans of corn cribs have been published in different numbers of the *Journal*, but anyone intending to build will do well to have an elevator builder inspect the site, and learn the dealer's wants and then prepare plans and specifications to meet them.

Plans of a good crib were published in the *Grain Dealers Journal* Oct. 25, 1910, page 573.

IS IT CUSTOMARY TO CHARGE EXCHANGE?

Grain Dealers Journal: Is it customary for the local bank to charge exchange on the farmers' elevator checks? We are getting our money from our local bank and they want to charge us exchange on our checks.—Sanborn Farmers Elevator Co., Sanborn, N. D.

SHUD SHIPPER PAY INTEREST ON GRAIN SOLD HIS TRACK?

Grain Dealers Journal: If we sell grain track our station and draw draft at day of shipment can the commission man charge interest on draft? As we understand it the following rule of the Peoria Board of Trade applies only on consignments and on track bids at arrival:

"Effective on and after Aug. 1, 1912, interest at the rate of 6 per cent per annum will be charged on all drafts made on shipments of grain to this market, interest in no case to continue more than 7 days after grain is inspected."—Edw. H. Kessler & Co., Cramer, Ill.

Ans.: The commission merchants who handle grain for shipper's account have no interest in the profits realized from the sale. They are shipper's agents. If they advance money to shipper on the grain, they must go out and borrow it. The right of the commission merchant to charge interest can not be questioned.

With track buyers the case is different, but as the grade and weight usually are determined only after arrival at destination the sale is executory and not complete until inspected and weighed the shipper is expected to pay interest on grain sold his tracks as well as on that

consigned to be sold on commission. Even tho the track buyer did not desire to charge interest, the transaction would be covered by the rule of the Board of Trade, as the grain was sold Peoria terms and the Peoria rule to charge interest would compel buyer to charge interest.

When grain is bought on track at points having weighing and inspection departments the buyer does not charge interest on drafts, as the sale is completed at point of origin. It is only the large markets, however, that have local inspection and weights; and it is practically impossible for a country shipper to provide himself with official weights and inspection at his own station acceptable to buyers.

The rules of nearly all the exchanges now require both commission merchants and track buyers to charge interest on money advanced to shipper in advance of unloading of grain. No market will permit interest to be charged after weight of grain has been obtained, as then settlement can be made and shipper is entitled to his money.

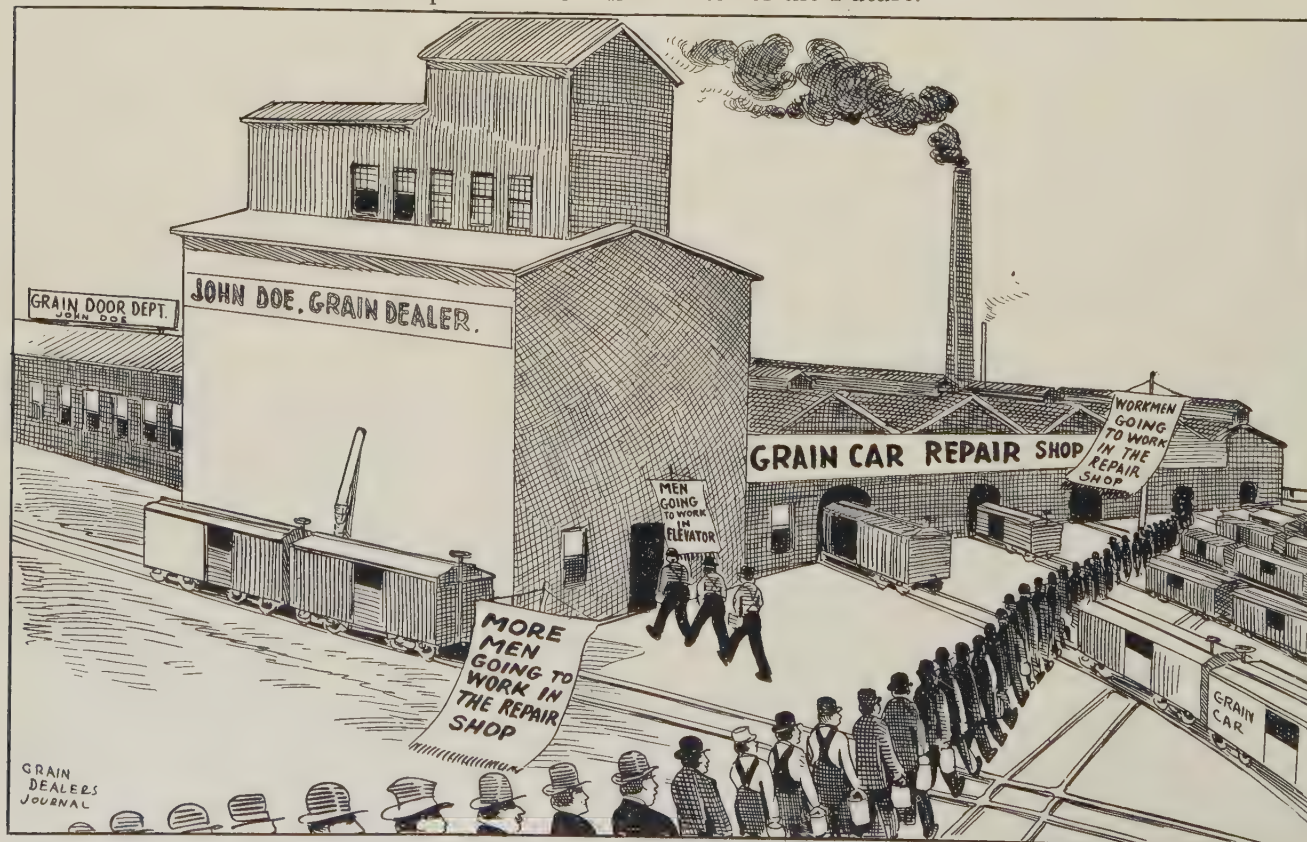
The only way the shipper can avoid paying interest on drafts is to refrain from making drafts until the grain has been unloaded.

REFUSAL TO PAY OVERDRAFT; CARRIERS' DUTY TO DELIVER GRAIN RECEIVED.

Grain Dealers Journal: We represent one of your subscribers who has suggested that you might have some decisions bearing on some matters which they have in court at the present time.

We would like to know whether there are any rulings by the Interstate Commerce Commission, or a recent court decision relative to the effect of shipping grain and using the yellow bill of lading. Our clients bot a car of oats from a country elevator, f. o. b. country station. The shipper shipped the goods, using the yellow bill of lading, and attached it to a sight draft for more than the value of the oats. He had been instructed to draw for only 80 per cent of shipment's value. When this sight draft with bill of lading attached was presented through the bank the consignee refused to honor the draft, for the reason that it called for more than

The Up-to-Date Grain Elevator of the Future.



This is What Grain Shippers Will Come to Unless They Soon Call a Halt.

the value of the oats. Consignor thereupon wired a commission man to pay the draft and sell the oats on the market, which he did at a loss of \$33.00. Consignor then sued consignee for damages and asked to be reimbursed for the loss.

Our contention is that the use of this yellow bill of lading, and attaching the same to a sight draft for more than the value of the oats, did not constitute a delivery f. o. b. If you know of any rulings or recent cases to this effect, we would be pleased to be cited to them.

We also have some claims against the railroad for shortage. The grain was weighed through the elevator by hopper drafts, and when delivered at Minneapolis showed a material shortage. There was no record of any leakage and no appearance of leakage when the car was delivered under the original sealage.

Can you cite us any authorities to the effect that the carrier is liable for the loss of the grain, whether or not the car shows any leakage or physical defect, regardless of seal record. If you can give us any light or cite us any authorities on either of these subjects we will appreciate the matter very much.—E. O. J.

Ans.—It is a common practice for receivers who are not disposed to pay drafts when they appear to be in excess of the value of the grain drawn against, to wire consignor "Reduce draft—dollars and will pay." This gives him a clear explanation of what is the trouble, so he has no excuse for believing that consignee refused to carry out his part of the contract. The simple refusal to pay a draft drawn against grain shipped on contract, without explanation, leaves the way open for shipper to draw different conclusions.

It is a common practice of the trade to use S/O B/L, attaching draft and drawing against grain sold FOB. shippers track, destination terms. If shipper makes an overdraft, he cannot expect consignee to accept the tender, in fact, if the grain proves upon inspection to be of a quality inferior to that purchased, then buyer is not bound to accept same, unless he previously agreed to do so at market difference day of unloading. While shipper is always duty bound to reimburse those who suffer as the result of his overdrafts or his plugged shipments, still buyers or consignees are in no wise bound to pay the one or accept the other after it has been discovered.

The courts and the Interstate Commerce Commission have ruled that carriers are duty bound to deliver at destination grain loaded into their cars at point of origin. The condition of the car at destination is not proof positive that the shipper failed to place the amount claimed in car. Carrier must accept shippers weights or prove them to be false, where it fails to provide proper weighing facilities.

The Grain Dealers' Journal for June 10, 1912, page 841, bottom 3d column. Also Grain Dealers' Journal for June 25, 1912, page 916, middle 2d column for court decisions bearing on liability of carrier for delivery of grain received.

DEALERS who are too busy to read their trade journals often get caught by the same sharper and the same old trick that has been shown up in the trade press time and again, and by one swindling operation he lost more than it would cost him to read all the trade journals all his days.

IF YOU must loan bags to farmer patrons who desire to haul grain to your elevator, lend bags belonging to your competitors. It costs too much to buy new bags and lend them, especially if you wish a living balance on the right hand side of your ledger at the close of the year. If you refrain from loaning bags, no doubt you will get more grain, because the farmers, knowing of your smaller operating expense, will expect you to pay a fraction of a cent more for their grain and unsolicited come to you for it.

The law of accomplishment is not to work feverishly, but steadily. It is the wasted moments that defeat. That is why some men who seem to work so hard never accomplish anything, while others who appear not to exert themselves get so much done.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

WHO CAN BEAT THIS YIELD?

Grain Dealers Journal: I have noticed in the Grain Dealers Journal and other papers reports of big yields. We have in northern Idaho a little spot of ground called Nez Perce County. A farmer named E. B. Paris on Webb Ridge, about 20 miles southeast of Lewiston, threshed

60 acres of Red Russian wheat the other day, that averaged 71 bus. to the acre. If there is another state in the United States that can beat Nez Perce County in cereal yields, I would like to hear from it.—Peter Muench, Sweetwater, Ida.

BREAKING SEALS IS BURGLARY.

Grain Dealers Journal: In reply to F. L. Smith of Cayuga, N. D., making complaint that vagrants break open the seals on cars and defile them, in the Grain Dealers Journal Aug. 25, we would state that we have no specific laws in North Dakota against the breaking open of cars, except that it comes under the heading of burglary; and any person charged with the breaking of seals on cars is informed against on the charge of burglary.—Board of Railroad Commissioners of North Dakota, Thos. Hall, sec'y, Bismarck, N. D.

Chicago Futures

The opening, high, low and closing quotations on wheat, corn and oats for the month of August and part of September are given on the chart herewith.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks has been as follows:

DECEMBER WHEAT.

	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Aug. 31.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.	Sept. 9.
Chicago	93½	94½	94½	94½	94½	93	92	92½	91½	90½	90½	89¾
Minneapolis	92	92½	92½	92½	92½	91½	89½	90½	89	88½	87¾	87¾
Duluth	92½	93½	93½	93½	92½	91½	90½	90½	89½	88½	87¾	87
St. Louis	93½	94½	94½	95½	94½	93½	92½	92½	91½	91½	91½	91
Kansas City	88½	88½	89½	89½	88½	87½	86½	86½	85½	85½	85½	84¾
Milwaukee	93½	93½	94½	94½	93½	92½	91½	91½	90½	90½	89½	88½
Toledo	111½	112½	112½	112½	112½	111½	110½	110½	109½	109½	109½	109½
New York	101½	101½	102½	102½	102½	101½	100½	101	99½	99½	99	98¾
†Baltimore	100½	100½	101½	102	101½	100½	98½	99	98	97½	97	95¾
Winnipeg	90½	90½	90½	90½	89½	88½	87½	88½	87½	86½	85	84½
Liverpool	107½	106½	107½	107½	107½	106½	105½	106	106½	106	105½	105¾
†Budapest	127½	128½	126½	126½	125½	126	125½	124½	124½	124½	124	124¾

DECEMBER CORN.

	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Aug. 31.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.	Sept. 9.
Chicago	54½	55½	55½	55½	55½	55	54½	55½	54½	54½	54½	53¾
*Baltimore	86	86½	87	87	87	86	86	86	86	86	86	86
Kansas City	50½	50½	50½	50½	51	50½	50	49½	49½	49½	49½	49½
St. Louis	51¾	52½	52½	52½	52½	51¾	51¾	52½	51¾	51¾	51¾	51¾
Liverpool	67	66½	67½	67½	67½	66½	66½	66½	67½	67½	67½	67¾

†October. *Spot. †September.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Ont., Aug. 12.—Fall wheat very patchy, on account of bad weather in April; not up to standard; ripened unevenly and delayed harvest; bulk of grain fair quality; some sprouting in shock on account of rain; more complaints of rust than usually; yield from 10 to 35 bus. Comparatively little spring wheat raised; wild goose variety favorite; ripening slowly; heads well filled; good average yield. Barley plump; fair yield; much discoloration on account of rain; harvesting late. Oats first class crop; heads well filled; good yield; some "lodging" from heavy rain; ripened late; harvest finished about Sept. 1. Winter rye very limited area; yield and quality good. Peas doing better than for several seasons, yields from 5 to 30 bus.; beans late; crop will be average. Corn poorest in years; fields thin and unpromising; much seed rotted; much replanting backward; some injury by white grub. The following statistics are given as the acreage of the principal crops of Ontario for 1912 and the estimated yields: Fall wheat, 759,888 acres; 14,688,495 bus.; compared with 837,492 acres and 17,926,586 bus. for 1911. Spring wheat, 123,080 acres; 2,310,571 bus.; compared with 133,711 acres and 2,295,534 bus. Barley, 647,382 acres, 18,938,489 bus.; compared with 616,977 acres and 16,248,129 bus. Oats, 2,601,735 acres, 96,115,119 bus.; compared with 2,699,230 acres and 84,829,232 bus. Rye, 105,949 acres, 1,861,575 bus.; compared with 98,652 acres and 1,562,971 bus. Peas, 221,524 acres, 4,108,833 bus.; compared with 304,491 acres, 4,462,182 bus. Beans, 69,703 acres, 1,203,420 bus.; compared with 51,508 acres and 898,212 bus. The acreages of other crops for which no estimates as to yield have been made at this date are as follows: Buckwheat, 205,893, against 189,039, in 1911; corn for husking, 301,251 and 308,350; corn for silo, 377,982 and 335,935.—Ontario Dept. of Agri.

IDAHO.

Sweetwater, Ida., Sept. 5.—About 60% of crop threshed; 40% delivered. Rain delayed threshing.—Peter Muench.

ILLINOIS.

Springfield, Ill.—The wheat harvested in Illinois this year shows the smallest amount since 1860, being only 6,315,205 bus. Last year the yield was 22,722,316 bus. The acreage of winter and spring wheat this year was 1,296,057, of which only 58,158 was in spring wheat. The acreage last year was 1,405,372, of which 68,105 was in spring wheat. The acreage harvested this year was only 598,125 of both winter and spring wheat, the remainder being winter killed, while the acreage harvested last year was 1,336,267, or nearly the entire acreage sown.—Ill. State Board of Agriculture.

INDIANA.

Cyclone, Ind., Sept. 3.—Oats and wheat nearly all threshed; corn looking fine.—Pruitt, Clark & Co.
Pinola, R. F. D., La Porte, Ind., Sept. 4.—Wheat almost entire failure; oats damaged by rain; corn good.—C. H. Johnson.

IOWA.

Clutier, Ia., Aug. 26.—Old corn moving freely; new oats held for higher prices; new corn looks good, two or three weeks late.—L. J. Wellik.

Jamestown, Ia., Sept. 5.—Coming to close of prolonged harvest on account of rains; good wheat; very heavy oats crop. Most of wheat threshed in good condition but last half of oats badly stained.—C. L. Stafford, Stafford Grain Co.

Edna, Ia., Sept. 5.—Shock threshing about completed; more stacking than usual. Barley fairly plump; colored badly; averages 45 bus. Oats, 74 to 80 bus. by measure; over run 10% by weight. Corn promises more than average crop; 10 days late.—J. M. Montgomery, agt. Edmonds-Londergan Co.

Chariton, Ia.—Notwithstanding farmers have been letting wheat stand in stack until timothy was thrashed we have already shipped more wheat than we did on the previous crop. Corn is in good condition and all of it will be out of the way of frost by the 15th.—H. B. Stewart.

KANSAS.

Phillipsburg, Kan., Sept. 7.—Wheat yielding 8 to 25 bus.; good condition; testing 59 to 64 bus. Horses dying from unknown disease; greatly interfering with fall seeding of wheat.—J. McIlwain, McIlwain Grain & Coal Co.

Kanopolis, Kan., Sept. 7.—About ½ wheat on market; farmers holding for higher prices; 20 bus.; quality good; test 62 bus.—A. F. Conrad.

MICHIGAN.

Hart, Mich., Sept. 7.—Not much good rye here.—D. Burns Hutchins.

Lansing, Mich., Sept. 1.—Average estimated yield of wheat in the state 10 bus.; quality 73%; total number of bus. reported marketed, 152,745; estimated total number of bus. marketed, 500,000. Average yield of oats, 32 bus.; quality 84%. Rye yield 13 bus. Condition of corn 73%; compared with 83% a year ago. Probable yield of beans, 78 bus., same as a year ago; peas 16 bus.—Frederick C. Martindale, secy of State.

MINNESOTA.

Downer, Minn., Aug. 23.—Threshing begun; wheat good quality; oats also good.—Hans J. Ulrich, agt. St. Anthony & Dakota Elvtr. Co.

Litchfield, Minn., Aug. 30.—Wheat 15 bus., poor quality owing to heavy rainfall. Rye 20 bus., good quality.—Nels. Knutson, agt. A. O. Cornwell.

Ashby, Minn., Aug. 30.—Oats excellent; yield 40 to 75 bus. Flax probably yield 15 bus., fair quality.—C. Thorstenson, agt. Northwestern Elvtr. Co.

Campbell, Minn., Sept. 3.—Wheat yielding 14 bus.; grading No. 2 mostly; considerable wild oats in wheat. Barley 25 bus.; poor quality.—J. J. McIntyre, mgr. Farmers Elvtr. Co.

Campbell, Minn., Sept. 6.—Oats 40 bus.; grading No. 4; white mostly. Rye 15 bus.; small acreage. Flax has not commenced to move.—F. O. Phillip, agt. Northwestern Elvtr. Co.

Alexandria, Minn., Sept. 4.—Barley, 30 bus.; stained from rain; good berry. Flax good; very little cut. Rye, 30 bus.; excellent quality.—S. D. Johnson, Agt. Atlantic Elvtr. Co.

Cokato, Minn., Aug. 30.—Barley fair; 25 to 30 bus.; oats 50 bus., good quality. Corn needs three weeks of warm weather to mature properly.—John Ojanpera, mgr. Farmers Elvtr. Co.

Breckenridge, Minn., Sept. 6.—Flax has not commenced to move as yet, but reports indicate fair crop; rye excellent quality, but small acreage.—P. F. Donohue, agt. Andrews Grain Co.

Litchfield, Minn., Aug. 31.—Barley only fair; yield 30 bus.; colored from recent rains; farmers holding for higher prices. Very little grain moving.—Harry Hanson, agt. Cargill Elvtr. Co.

Howard Lake, Minn., Aug. 30.—Corn will be good providing we get three weeks of warm weather; acreage same as last year. Rye good quality, 25 to 30 bus.—A. J. Linn, agt. Cargill Elvtr. Co.

Alexandria, Minn., Sept. 4.—Wheat 20 bus.; fine quality; grading No. 1. Oats average 40 to 75 bus.; very heavy; grade No. 3 white.—H. S. Campbell, agt. St. Anthony & Dakota Elvtr. Co.

St. Cloud, Minn., Sept. 3.—Wheat just commencing to move; fair quality. Oats stained from rain; good quality; poor color. Rye fully average; yield 18 bus.—H. C. Ervin, Jr., St. Cloud City Mills.

Litchfield, Minn., Aug. 31.—Rains have damaged crops 33½%; wheat only fair; yield 12 to 20 bus.; rye good, small acreage; flax acreage small, good quality and yield.—H. E. Hendrickson, agt. Northwestern Elvtr. Co.

Ashby, Minn., Sept. 3.—Wheat 15 to 30 bus.; grading mostly No. 1. Barley will yield 35 to 40 bus.; quality not very good; badly bleached. Rye yield 18 to 32 bus.; good quality.—H. Robertson, mgr. Farmers Elvtr. Co.

Minneapolis, Minn., Aug. 28.—Cutting completed in North Dakota as far North as the Great Northern main line. All the grain in state, except flax, will probably be cut within ten days. Present indications are that the early promises of a large harvest will be fully realized.—The Van Dusen-Harrington Co.

Dalton, Minn., Sept. 5.—Wheat, 18 to 30 bus.; grading mostly No. 1; small acreage. Barley acreage large; yield 38 to 60 bus.; fair quality. Oats yielding 50 to 75 bus.; fine quality. Very little moving at present. Flax will be good quality, but small yield.—E. T. Risbondt, mgr. Dalton Grain & Lumber Co.

Dassel, Minn., Aug. 31.—Barley, 30 to 40 bus.; fairly good quality; damaged some by rain. Wheat, 18 bus.; lots of it damaged by rain; will grade mostly No. 2.—Linzay Pankake.

Howard Lake, Minn., Aug. 30.—Wheat, 18 to 20 bus.; poor grade account of heavy rains. Oats, 50 to 55 bus.; fair quality. Barley, 25 to 40 bus. poor quality, stained by rain.—A. A. Narberud, agt. Duluth Elvtr. Co.

Campbell, Minn., Sept. 6.—Barley yielding 30 to 38 bus.; grading feed. Oats, 45 to 65 bus. Flax probably 15 bus.; movement has been quite free the past ten days.—D. M. Bunday, agt. Winter, Truesdale Ames Co.

Fergus Falls, Minn., Sept. 5.—Wheat yield, 20 to 25 bus. Oats, from 40 to 60 bus.; fine quality. Barley, from 30 to 40 bus.; rye will probably average 25 bus.; flax, 12 bus.—M. A. Mortenson, mgr. Farmers Co-op. Elvtr. Co.

Sauk Center, Minn., Sept. 4.—Wheat, 16 bus.; fair quality. Rye good, 25 bus. Barley very much colored; good berry; 36 bus. Flax will be good; very little grain moving on account of bad roads and low prices.—A. E. Erwin, secy. Erwin Elvtr. Co.

Cokato, Minn., Aug. 30.—Late rains delayed wheat threshing considerable; haven't shipped a car of new grain. Quality only fair; mostly No. 2 grade; about 5% of the old wheat in farmers' hands.—Andrew Mattson, agt. Osborne-McMillan Elvtr. Co.

Breckenridge, Minn., Sept. 6.—Wheat, 18 bus.; good quality; lots of wild oats in it. Barley from 30 to 40 bus.; poor quality. Oats good crop, running 40 bus. and up. Considerable moving the past ten days.—J. C. Schneider, mgr. Equity Elvtr. & Trading Co.

Dassel, Minn., Aug. 31.—Wheat about 5 to 10% lighter than last year; 15 to 20 bus. Rye 5 to 10% better quality and yield; 5% of old wheat in farmers' hands. Rains delaying threshing and doing considerable damage to wheat and barley.—John Olson, mgr. Farmers Elvtr. Co.

Waverly, Minn., Aug. 30.—Wheat not up to average in yield; fair quality; damaged some by rains; average 16 bus. Considerable barley, but none marketed yet. Corn backward; will take nearly a month of good weather to fully mature. Rye good; small acreage.—H. J. Perra, mgr. Framers Elvtr. Co.

MISSOURI.

Hughesville, Mo., Aug. 31.—Wheat about all in; many silos being built and filling will begin next week.—Jno. N. McNeese.

Chillicothe, Mo., Aug. 30.—Wheat nearly all threshed; 20 to 35 bus.; quality fine. Oats good; acreage small; recent rains will make big corn crop; never better.—H. P. Scruby Mfg. & Elvtr. Co.

Columbia, Mo., Sept. 7.—Weather conditions during the month favorable. Corn bids fair to make a good yield; condition, 86.8, 10% higher than 10-year average and a gain of 2% over last month. Lack of rain retarding fall plowing; 44% of wheat ground plowed; 91% as much ground will be seeded to wheat this fall as last year; 17.6% of crop still in field.—T. C. Wilson, secy. State Board of Agri.

MONTANA.

Nihill, Mont., Sept. 5.—Grain yields light, but good quality.—Agnt. Rocky Mountain Elvtr. Co.

Twin Bridges, Mont., Aug. 26.—Some wheat threshed; yielding very well; large acreage of winter wheat being seeded on brush land. Oats harvest will begin the first; average crop.—R. F. Gunkelman, Farmers Elvtr. Co.

NEBRASKA.

Moorefield, Neb., Aug. 24.—Wheat yield very poor; best corn prospects in many years; looks great now.—James Pearson, agt. Shannon Grain Co.

NORTH DAKOTA.

Montpelier, N. D., Aug. 22.—Have an immense crop this year.—H. G. Gullickson, mgr. Farmers Elvtr. Co.

Oberon, N. D., Aug. 26.—Crops look fine; all are preparing to handle bumper crop.—M. D. O'Neil, agt. Monarch Elvtr. Co.

Hamilton, N. D., Sept. 6.—Crops in bad condition; ground too wet to cut grain; what is cut growing in shock.—E. J. Willson, agt. McCabe Bros.

Hampden, N. D., Sept. 6.—Threshing will start in earnest next week; unusually big yields; barley will go 60 to 75 bus.—A. M. Haugen, agt. St. Anthony & Dakota Elvtr. Co.

Dwight, N. D., Sept. 6.—Wheat yielding from 16 to 33 bus.; good quality; some smutty. Barley is a fair crop, yielding about 30 bus. Oats crop will average 50 bus., good quality.—H. J. Thorstenson, mgr. The Farmers Elevtr. Co.

Wahpeton, N. D., Sept. 6.—Wheat average 20 bus., grading No. 2 mostly. Barley fine; 60 bus., stained and considerable wild oats in it. Rye will yield 30 bus., mostly grading No. 2. Flax poor crop, small acreage.—P. H. Murray, mgr. Equity Elevtr. Trading Co.

OHIO.

Sidney, O., Aug. 24.—Field oats threshing about finished; yield large; quality good.—E. T. Custenborder.

Croton, O., Aug. 29.—Wheat very poor; will all be needed for seed. Oats fine; threshing delayed on account of weather. Corn promises only fair crop.—Shafer Bros.

Lima, O., Sept. 6.—Oats getting dry and safer to ship, but whole crop badly colored. Fine weather for ripening corn; farmers cutting south of Springfield.—J. C. Custenborder.

Unionville Center, O., Sept. 3.—Will have largest corn crop ever raised; some would do to cut now. Oats 50 to 90 bus.; no wheat to amount to anything, not a carload in five miles of here.—H. Hall.

OKLAHOMA.

Woodward, Okla., Aug. 27.—Corn and kafir about 80% of a crop.—O. W. Cox, per F. G. Olson.

SOUTH DAKOTA.

Ferney, S. D., Aug. 29.—Wheat 20 to 25 bus.; good quality.—F. F. Smith.

Bruce, S. D., Aug. 26.—Oats immense; barley very heavy.—Bert Coleman.

Onaka, S. D., Aug. 29.—Crops light.—T. F. Cooney, mgr. Farmers Elevtr. Co.

Summit, S. D., Sept. 5.—Not much threshing done; grain too damp.—A. M. Houck.

Clark, S. D., Sept. 5.—Clark will ship close to a million bus. of grain.—E. J. Keenan.

Glenham, S. D., Aug. 29.—Crops not large here.—James M. Hough, agt. Geo. C. Bagley Elevtr. Co.

Wetonka, S. D., Sept. 2.—Wheat 10 to 20 bus.; oats 20 to 40; corn looking fine.—Lorber & Lynch.

Albee, S. D., Aug. 31.—Threshing substantiating early estimates of bumper crop.—Gus. J. Lybeck.

Crandon, S. D., Aug. 29.—Crops good; threshing hampered by rain; grain good quality.—H. H. Fink.

Riverside, S. D., Aug. 28.—Wheat 15 to 35 bus.; average 23 bus.—J. F. Wallis, agt., Hubbard & Palmer Co.

Eureka, S. D., Aug. 31.—Expect to handle 200,000 bus. of wheat; last year we didn't have any.—Jacob Klesz.

Blaha, S. D., Sept. 5.—Crops are a third better here this year than last.—J. C. Weimer, mgr. Farmers Elevtr. Co.

Miranda, S. D., Aug. 29.—Grain beginning to move; threshing delayed by heavy rains.—P. Findeis, agt. Atlas Elevtr. Co.

Kidder, S. D., Aug. 30.—Wheat and durum running 15 to 32 bus.; barley 30 and oats 40 to 90 bus.—Robert J. Linden.

Galchutt, N. D., Aug. 24.—Some velvet chaff wheat and rye threshed; good quality.—Earle Thorpe, agt. Heising Grain Co.

Summitt, S. D., Aug. 28.—Grain moving very slow on account of too much rain.—A. Jydstrup, agt. Geo. P. Bagley Elevtr. Co.

Bemis, S. D., Sept. 3.—Grain just commencing to move; oats 35 to 45 bus.; wheat 15 to 20 and barley 20 to 35.—E. A. Brown.

Davis, S. D., Aug. 29.—Not much threshing going on; very quiet; not much old grain left.—J. E. Ellis, agt. Farmers Elevtr. Co.

Yankton, S. D., Sept. 3.—Not much doing in the grain business; low prices on oats and wheat.—B. F. Withee, agt. Atlas Elevtr. Co.

Menno, S. D., Aug. 27.—Wheat 16 to 17 bus.; oats 30, corn prospects for largest yield ever seen here if frost holds off.—J. J. Decker.

Harrisburg, S. D., Aug. 28.—Shock threshing completed; stack not ready for a week; oats 40 bus.; wheat 12 to 14.—N. O. Stomback.

Freeman, S. D., Aug. 29.—Grain not moving very fast; corn has been moving quite freely but about cleared up.—W. H. Boman, mgr. M. K. Hofer.

Mission Hill, S. D., Aug. 28.—Bumper crops; wheat 20 to 45 bus.; oats 30 to 70 bus.; corn never looked better; have fine corn weather.—C. E. Jones.

Moritz, S. D., Aug. 28.—Wheat 17 bus.; oats 50 bus.—Nick Lehmertz, agt. Atlas Elevtr. Co.

Houghton, S. D., Aug. 28.—Threshing is general and grain in good condition; expect to see 250,000 bus. marketed.—J. E. Borth, agt. Atlas Elevtr. Co.

Dolton, S. D., Aug. 28.—If corn matures good, 250,000 bus. will be shipped; never looked better; wheat 15 bus.; oats 35.—Dan J. Graber, agt. Dewald & Walter.

Fairview, S. D., Aug. 27.—Only fair crops; farmers not selling oats; wheat rush over; corn damaged some by dry weather and worms; some late.—W. P. Manning.

Hecla, S. D., Aug. 29.—Wheat 15 bus.; durum 20 bus.; barley 35 bus. Rain delaying threshing; hurt quality some.—Chas. W. Estee, mgr. Hecla Co-op. Elevtr. Co.

Corsica, S. D., Aug. 30.—Have an immense crop; wheat 15 to 25 bus.; barley 40 bus. and oats 30 to 50. Corn simply great.—James Van den Berge, agt. Carlson Elevtr. Co.

Pukwana, S. D., Aug. 29.—Crops very poor; wheat average 8 bus.; oats 10 bus.; barley 8 bus.; rye 10 and flax 6 bus.; corn good but late.—Nels Hintze, mgr. Farmers Elevtr. Co.

Revillo, S. D., Aug. 29.—Wheat yield about average; barley very small crop and oats probably larger than usual; flax may be less than last year.—C. C. Cooper, agt. Gt. Western Grain Co.

Bard, S. D., Sept. 2.—Wheat averaging 16 bus.; oats 40; barley 25 to 30, and flax 10. Never saw corn so uneven; will make good average crop; lot of corn thin; plenty of moisture.—J. F. McLaughlin.

Ravinia, S. D., Aug. 28.—Crops very good; probably 250,000 bus. will be shipped; mostly wheat. Heavy shipments of corn later if present prospects mature.—J. F. Whalen, mgr. Farmers Elevtr. Co.

Howard, S. D., Aug. 29.—Estimated 250,000 bus. of wheat to be shipped; 100 to 150,000 bus. of barley and from 10 to 50,000 bus. of oats. Farmers disposed to keep oats. Corn prospects good.—W. C. Boorman.

Murdo, S. D., Aug. 30.—Winter wheat 12 bus.; spring wheat very light; oats crop small. Corn looks fine; poor stand owing to many cut worms; flax looks good; plenty of rain.—E. E. Lemon, mgr. Spracher & Lemon.

Faith, S. D., Aug. 29.—About 15,000 bus. of flax to be marketed; very little wheat or oats. Corn will be fair crop if frost holds off. No threshing done yet; heavy rain last night.—Frank Knittel, mgr. Geo. C. Bagley Elevtr. Co.

Wakonda, S. D., Aug. 30.—Oats 40 to 70 bus.; spring wheat 15 to 32 bus.; winter wheat 30 to 44 bus.; no flax or barley. Movement slow; very little shock threshing; most of it in stack; quality first class.—S. B. Stockwell, mgr. Farmers Co-op. Elevtr. Co.

Oldham, S. D., Aug. 29.—Wheat grading No. 4 to No. 1; very spotted; quite a little smut; running 12 to 30 bus.; barley stained; running 30 to 55 bus.; oats 30 to 80 bus. Corn looks fine; big crop if frost stays away till the 15th.—John Loesch, agt. W. I. Thompson.

Humboldt, S. D., Aug. 28.—We estimate 150,000 bus. of oats, 150,000 bus. of barley, 75,000 bus. of wheat, 50,000 bus. of corn and 15,000 bus. of flax will be shipped from this station this year. Corn very good.—S. M. Augus, agt. Hubbard & Palmer Co.

LaBolt, S. D., Aug. 30.—Oats 50 to 90 bus.; wheat 16 to 35 bus.; barley 35 to 50 bus. Have handled over 30,000 bus. in one week; one day we took in 6,200 bus. and shipped 7,000, using only one elevtr. leg. and making the record for the station.—Sam'l Johnson, mgr. Farmers Grain & L. S. Co.

Ashton, S. D., Aug. 31.—Shock threshing completed; wheat 12 to 20 bus.; flax and blue stem testing 57 to 61 lbs.; velvet chaff 60 to 65 lbs.; moving freely. Oats yield 25 to 40 bus.; barley 20 to 30 bus.; ½ acreage. Corn owing to poor seed, ½ stand; prospects for maturing good.—Geo. C. Christian & Co.

Meckling, S. D., Aug. 29.—Expect wheat crop will be double that of last year; bumper crop; one field of 70 acres winter wheat yielded 43½ bus. per acre; another had 12 acres yielding a trifle over 58 bus., and 25 acres of velvet chaff yielding 38 bus.; still another field of 12 acres winter wheat yielded 57 bus. per acre and many others ran from 35 to 38 bus. Corn promises to be big if frost hold until the 20th.—A. M. Staum, agt. McCaul-Webster Elevtr. Co.

GOVERNMENT CROP REPORT.

Washington, Sept. 10.—The crop reporting board of the U. S. Dept. of Agriculture estimates the acreage and conditions of crops on Sept. 1 to have been as follows:

Corn—Condition, 82.1% of a normal compared with 70.3% on Sept. 1, last year and 81.1%, the average condition on Sept. 1 for the last year and 81.1%, the average condition on Sept. 1 for the last ten years. Indicated yield per acre, estimated from condition on Sept. 1 for the last ten years, 23.9 bu. harvested last year and 27.1 bu., the average yield from 1906 to 1910. Estimated total production will be about 2,995,000,000 bus., compared with 2,531,000,000 harvested last year and 2,886,000,000 in 1910.

Spring Wheat—The indicated yield per acre is 15.6 bu., compared with 9 bu. harvested last year and 13.4 bu. the average yield 1906-10. On the planted area, 19,201,000 acres, it is estimated the final total production will be about 300,000,000 bus., compared with 191,000,000 bu. harvested last year and 201,000,000 bu. harvested in 1910.

States.	P. C. of U. S. acreage in state.	—Condition—		
		Harvest, 1912.	Harvest, 1911.	Harvest, 10 yr. ave.
North Dakota....	42.4	95	56	72
Minnesota.....	22.0	89	56	78
South Dakota....	19.3	85	30	77
Washington....	6.8	86	85	80

U. S. 100.0 90.8 56.7 76.5

Oats—Indicated yield per acre is 34.1 bu., compared with 24.4 bu. harvested last year and 28.4 bu. the average yield 1906-10. On 37,844,000 acres, total production will be about 1,290,000,000 bu., compared with 1,222,000,000 bu. harvested last year and 1,186,000,000 bu. harvested in 1910.

Barley—Condition 88.9% of a normal at time of harvest, compared with 89.1% on Aug. 1, 65.5% at time of harvest last year and 81.2% the average condition at time of harvest for the last ten years. The indicated yield per acre, estimated from condition reports, is 27.6 bu., compared with 21 bu. harvested last year and 24.8 bu. the average yield, 1906-10. On the planted area, 7,574,000 acres, it is estimated the final total production will be about 209,000,000 bu., compared with 160,000,000 bu. harvested last year and 174,000,000 bu. harvested in 1910.

Buckwheat—Condition, 91.6% on Sept. 1, compared with 88.1% on Aug. 1, 83.8% on Sept. 1 last year. Indicated yield per acre is 21.3 bu., compared with 21.1 bu. last year and 19.5 bu., average yield 1906-10. On 835,000 acres, it is estimated final total production will be 18,000,000 bu., compared with 18,000,000 bu. harvested last year and in 1910.

Flaxseed—Condition 86.3% on Sept. 1, compared with 87.5% Aug. 1, 68.4% on Sept. 1 last year and 80.3%, the average condition on Sept. 1 for the last nine years. Indicated yield per acre is 9.7 bu., compared with 7 bu. harvested last year and 8.7 bu., the average yield harvested 1906-10. On 2,992,000 acres estimated total final production will be 29,000,000 bu., compared with 19,000,000 bu. last year and 13,000,000 harvested in 1910.

Rice—Condition, 88.8% Sept. 1, compared with 86.3% Aug. 1, 87.2% on Sept. 1 last year and 87.9%, the average on Sept. 1 for last ten years. Indicated yield per acre, estimated from condition reports, is 32.7 bu., compared with 32.9 bu. harvested last year and 32.4 bu. average yield harvested 1906-10. On 710,100 acres, total production will be about 23,000,000 bu., compared with 23,000,000 bu. harvested last year and 25,000,000 bu. harvested in 1910.

Hay—A preliminary estimate of the total production of hay places it at 72,000,000 tons, compared with 55,000,000 tons harvested last year and 69,000,000 tons harvested in 1910. The quality of the hay crop is estimated at 92.1%, compared with 90.3% last year and 91%, the average for the last ten years.

GRAIN FIRMS which sell seed should see to it that they deliver the seed asked for by the farmer. Many farmers in the neighborhood of Amboy, Minn., purchased flaxseed, but when it came up they discovered it was largely kale. The farmers have a right to expect that the elevator man's interest in his crop will insure his taking every precaution to obtain good seed for them, and he generally does so.

THE HALL-BAKER DECISION

That a seller of grain on the basis of the official state inspection who furnishes the official certificate of grade can not be held liable for a possible error of the state grain inspection department is the gist of the decision of the U. S. Circuit Court of Appeals at St. Louis recently, granting a new trial to the Hall-Baker Grain Co. The decision in full, follows:

SYLLABUS.

1. Pure Food Act—Construction—Purpose.

The purpose of the Pure Food Act of June 30, 1906, (34 Stat. 768) was (1) to protect purchasers from injurious deceptions by the sale of inferior for superior articles and (2) to protect the health of the people from the sale of normally wholesome articles to which have been added substances poisonous or detrimental to health.

2. Same — Misbranding — Adulteration — Sale of One Article for Another—Facts—Conclusion.

The H. Co., at Kansas City, Missouri, on April 3, 1909, contracted to sell to the W. Co. at Fort Worth, Texas, five thousand bushels of No. 2 Red Wheat, according to the Missouri official state grades. On April 29, 1909, the H. Co. ordered the operator of a public elevator where it stored its grain, to ship to the W. Co. in fulfillment of this contract, No. 2 red wheat. The operator loaded and sent to the W. Co. a car of wheat. After this wheat was loaded the official inspector of the State of Missouri at Kansas City inspected, adjudged and certified this wheat to be No. 2 red wheat. An invoice of it was forwarded to the W. Co. dated May 3, 1909, showing that it was shipped under the contract of April 3, 1909, and subject to Kansas City weights and grades. The wheat arrived in Texas without change. The Texas inspector, the federal inspector and other witnesses there found it to be, and it was, wheat of another and less valuable grade. None of the officers or employees of the H. Co. had any knowledge of this fact, or anything to do with the grading or shipping, except to order the operator of the public elevator to ship No. 2 red wheat.

Held: The H. Co. was not guilty of misbranding or of adulterating within the meaning of Sections 8 and 7 of the Pure Food Act.

Sanborn, Circuit Judge, delivered the opinion of the court.

The defendant below, the Hall-Baker Grain Company, a corporation, engaged in the purchase and sale of grain at Kansas City, Missouri, was convicted of misbranding a carload of mixed wheat, No. 2 Red Wheat, and of adulterating the same by mixing other inferior wheat with it in violation of the Pure Food Act of June 30, 1906, 34 Stat. 768, Sections 7 and 8, U. S. Comp. Stat. Supp. 1909, pages 1191, 1192. It attacks the judgment against it on many grounds, one of which is that there was no substantial evidence of the charges against it and the court below refused to instruct the jury, as it requested, to return a verdict in its favor.

The defendant was found guilty of misbranding under the second, and adulteration under the fourth, count of the indictment. The second count was based on these provisions of Section 8 of the Act. "That for the purposes of this act an article shall also be deemed to be misbranded, * * * in the case of foods, first, if it be an imitation of, or offered for sale under, a distinctive name of another article; second, if it be labeled or branded so as to deceive or mislead the purchaser." And the second count charged that the mixed wheat was offered for sale by the defendant as No. 2 red wheat, and that it was labeled No. 2 red wheat, when it was in fact mixed wheat, so as to deceive and mislead the purchasers thereof.

The fourth count was founded on this declaration of Section 7 of the Act, "That for the purposes of this act an article shall be deemed to be adulterated in the case of food, first, if any substance has been mixed and packed with it so as to reduce, or lower, or injuriously affect its quality or strength; second, if any substance has been substituted in whole or in part for the article; third, if any valuable constituent of the article has been wholly or in part abstracted; fourth, if it be mixed, colored, powdered, coated or stained in a manner whereby damage or inferiority is concealed," and the fourth count charged that each of these things had been done to the carload of wheat.

There was evidence tending to establish these facts: Kansas City, Missouri, was a grain market. There was a public elevator capable of containing one million bushels of wheat, operated by a corporation which had no interest in this transaction, which classified wheat purchased by the defendant and other dealers according to its quality and grade as it came to it and was inspected by the official Missouri inspectors and stored it in its various bins, so that wheat of the same grades or qualities went into the same bins and those of different grades and qualities into different bins. On receipt of orders from the owners of this wheat to ship out wheat of any grade, the elevator company loaded it out of the bin containing that grade of wheat into a car, that carload of wheat was then inspected by an official inspector of the State of Missouri and certified to be of the grade and character which he found and adjudged it to be. There were rules for this inspection that had been established pursuant to laws of the State of Missouri and the inspection was made by officers of the state. One of these rules was that No. 2 red wheat was "to be sound, well cleaned, dry, red winter wheat, weighing not less than 59 pounds to the measured bushel."

On April 3, 1909, the defendant agreed to sell five thousand bushels of No. 2 red wheat according to Missouri State inspection and Kansas City weights, to the Walker Grain Company at Fort Worth, Texas. On April 29, 1909, the elevator company, pursuant to an order from the defendant, loaded into a car forty-five thousand pounds of wheat which an official inspector of the State of Missouri inspected, adjudged and certified to be No. 2 red wheat, and caused this carload of wheat to be forwarded to the Walker Grain Company in Texas. No officer or employee of the defendant ever saw this load of wheat, or had anything to do with its shipment, except to order the Elevator company to ship a carload of No. 2 red wheat. There was an invoice of this wheat dated May 3, 1909, which stated that the Walker Grain Company bought of the defendant on April 3, 1909, this and another carload of "2 Red Wheat. * * * K. C. Wts. and Grades."

No. 2 red wheat is a soft wheat containing not over 5 per cent of hard wheat, and soft wheat which contains from 20 per cent to 45 per cent of hard wheat is No. 2 or No. 3 mixed wheat, or some other grade of wheat, and the mixture of such a percentage of hard wheat with No. 2 red wheat depreciates its value in the southwestern markets. This wheat was delivered to the consignee in Texas in the same condition that it was when inspected in Kansas City.

When this load of wheat arrived in Texas it was inspected by a Texas inspector, a federal inspector and others, who found it to contain from 20 per cent to 45 per cent of hard wheat. They differed in their estimates of the percentage of hard wheat in it and in the grade of mixed wheat to which it belonged, but agreed that it was not No. 2 red wheat. It is impracticable to keep the crops of wheat of different farms separate in the transportation of and traffic in this article from the purchaser to the consumer, and it is generally bought and sold by official or established grades, according to the inspection of specified officers or persons. Such officers or persons sometimes differ in their judgments of the grades to which specific lots belong. Wheat generally contains some hard wheat and some soft wheat. Some wheat is very hard and some very soft. There are many degrees of hardness and of softness of wheat which pass imperceptibly into each other and there is no fixed and clear line of demarcation whereby all wheat may be indubitably separated into hard wheat and soft wheat. No other facts were disclosed at the trial which are material to the question before us.

The act for the violation of which the defendant was convicted is entitled "An Act for Preventing the Manufacture, Sale or Transportation of Adulterated, or Misbranded, or Poisonous, or Deleterious Foods, Drugs, Medicine and Liquors." This title and the act itself, when carefully read and considered, demonstrate the fact that the sole purpose of its enactment was (1) to protect purchasers from injurious deceptions by the sale of inferior for superior articles and (2) to protect the health of the people by preventing the sale of normally wholesome articles to which have been added substances poisonous or detrimental to health. The clauses of the act under which the defendant was convicted were evidently enacted to prevent the injurious deceit of purchasers. But where, in the facts that were proved and that have been recited, is there any evidence

of any intent to accomplish deceit, or of any violation of the provisions of this law?

The first charge was that the carload of wheat was offered for sale under a distinctive name of another article of food, to-wit, No. 2 red wheat, when it was in fact mixed wheat. The proof was that the defendant offered to sell and sold five thousand bushels, not of No. 2 red wheat, but of such wheat as under the laws of Missouri the official inspector of that state at Kansas City should decide and certify to be No. 2 red wheat, that it delivered the load of wheat in question pursuant to that contract and that this load of wheat was such wheat as under the laws of Missouri the official inspector of that state at Kansas City did adjudge and certify to be No. 2 red wheat. Concede that the inspector was mistaken and that the wheat was in fact mixed wheat.

Nevertheless, it was the wheat which the Missouri inspector adjudged and certified to be No. 2 red wheat, and the wheat that he should so adjudge and certify and no other, whatever its actual grade, was the article the defendant offered to sell and sold. It was the undoubted right of the parties to this sale to make the Missouri official inspector the arbiter between them of the character and grade of the wheat in which they dealt and to make his decision and inspection an ineradicable term of its description. That they did, when they agreed that the wheat sold should be No. 2 red wheat according to the Missouri inspection, and as the defendant offered and sold no other, there was no evidence in this case that he offered one article under the distinctive name of another.

The second charge was that the wheat was labeled and marked No. 2 red wheat when it was in fact mixed wheat, so as to deceive and mislead the purchasers thereof. But there was no evidence that it was ever labeled or marked at all. The government offered the invoice of the wheat in evidence, over the objection of the defendant, to prove a label, but this invoice contained a provision similar to that in the contract of sale to the effect that the wheat was to be governed by the Missouri grades, and the wheat had been already inspected and graded No. 2 red wheat by the official inspector several days before the invoice was issued. There was no evidence of any false labeling to deceive purchasers here.

The fourth count of the indictment charged (a) that other grades of wheat had been mixed with the wheat shipped so as to injuriously affect it, (b) that other grades of wheat had been substituted in part for the No. 2 red wheat pretended to be sold, (c) that a part of the No. 2 red wheat had been abstracted and a like quantity of wheat of inferior grade substituted and (d) that the wheat was mixed and packed with other grades of wheat whereby damage and inferiority were concealed. But, as has already appeared, the proof was conclusive that the wheat sold and delivered was the identical article offered for sale, to-wit, that wheat which under the laws of Missouri the official inspector of that state should and did adjudge and certify to be No. 2 red wheat.

There was no evidence that any other grade of wheat was ever mixed with that wheat or substituted in part for it, or mixed or packed with it, or that any part of it had been abstracted. The proof was that on the order of the defendant the operator of the public elevator loaded it into the car, the official inspector tested it, adjudged and certified it to be No. 2 red wheat, it was hauled without mixing, abstraction, or substitution, to the consignee in Texas, where other inspectors found it to be mixed wheat, and there the evidence on this subject ceases. There was no evidence to sustain the conviction of this defendant on either count of this indictment.

The Act of Congress was not enacted to catch and punish merchants who are conducting their business by customary and approved methods with no intent to deceive purchasers, or to injure the public health for the mistakes of third persons over whom they have no control, nor for trivial errors of their own, which at first blush may seem to bring their action within the inhibition of the law, but by which in reality they violate neither its letter nor its spirit. Many other questions of law arose at the trial and were discussed by counsel at the bar. But the conclusion which has been reached renders it unnecessary to consider them, and because there was no evidence to sustain any of the charges in this indictment the judgment below must be reversed and the case must be remanded to the court below for a new trial, and it is So Ordered.



THE NORFOLK MEETING.

One of the most interesting features of the convention of the Grain Dealers National Assn. which is to be held at Norfolk, Va., Oct. 1, 2 and 3, will be the big display of grain samples which the Chief Grain Inspectors of the country are preparing for the inspection of the delegates.

E. H. Culver, president of the Chief Grain Inspectors' National Assn., has sent out a call to all the inspectors of the country to come to Norfolk with a sample of each of their grades.

The responses received by Mr. Culver have been most encouraging. Both exchange and state inspectors have not only signified their willingness to co-operate, but they have written enthusiastic letters of approval of the whole idea.

It is expected that there will be about five hundred samples on display counting the "No Grades." These samples will all be shown in tin pans 12 inches long, 8 inches wide and 6 inches deep.

The room secured for the display at the Monticello hotel, the convention headquarters, is 90 feet square. This will give ample space for the exhibit.

The purpose in making a display of the grades at the coming convention is twofold. It is to permit the southern receivers to see for themselves just how each of the northern and western markets grades its grain, and also for the purpose of having the samples at the convention when the whole question of federal inspection comes up for discussion.

There is no doubt that Senator McCumber and his friends will press for passage the McCumber bill at the next and subsequent sessions of Congress. To meet these attacks the grain men of the country must reopen the whole inspection question and fortify themselves against the North Dakota senator's assaults by showing to the country that they are making progress in the great work of uniformity.

No doubt much of the time of the convention will be taken up with the inspection question which has again been shoved to the front by the activities of the advocates of federal control.

Aside from this feature of the display the exhibit ought to be of inestimable value to the whole trade, and especially the southern delegates who in the past have made complaints about the grain sent them from the north. The fact that the exhibit is to be made is a big inducement to the dealers below the Mason & Dixon line to attend the annual meeting.

That the attendance at the coming convention will be larger than at last year's meeting at Omaha seems now assured, if the number of inquiries received are any criterion.

There have been many more reservations made at the Monticello hotel than there were at Omaha a month before last year's meeting. As an illustration of the big attendance promised it may be pointed out that a party of twenty-two has been

made up at Frankfort, Ind., alone. These Hoosiers will go to the convention in a special Pullman car which will join a special train on the Norfolk & Western railroad at Cincinnati.

The fixing of a date for Easter to fall on every year is advocated by many grain dealers and may be discussed at the International Congress of Chambers of Commerce to be held in Boston, during the last week in September. The old rule governing the fixing of the date for Easter Sunday in the Gregorian calendar, was adopted by all but the Greek Catholic church in 1582. The reason for making Easter a fixture each year is commercial expediency.

The flour milling industry in China was expected to have a great future, but so far the results have proved very disappointing. None of the flour mills established by Chinese or foreigners has been able to hold its own, and we have known the beginnings and ends of many. One factor which will always prove the death of this industry is the American imports, which swamped the country last year and might continue to do so for a considerable time to come.—*North China Daily News*.



H. K. Walcott, Norfolk, Va.
Pres. Board of Trade.

BOARD OF TRADE SPECIAL to Norfolk.

The special Transportation Com'te of the Chicago Boards of Trade, consisting of Edw. Andrew, F. B. Rice, H. N. Sager and E. A. James has selected the Big Four to Cincinnati, C. & O. to Washington and steamers to Norfolk for members and dealers who desire to travel with them. The Com'te has issued a letter from which we take the following:

In behalf of the Chicago Board of Trade members and their friends at other points, after due consideration, this Committee has completed arrangements with the Big Four and Chesapeake & Ohio Railway for, necessary train service and accommodations on our trip to Norfolk to attend the annual convention of the Grain Dealers National Ass'n Oct. 1-3.

For ready reference we give below schedules from Chicago, Peoria, St. Louis and Toledo, starting Sunday, Sept. 29, with which good connections can be made from all other points:

Leave Chicago Via Big Four, 1:00 P. M., Sept. 29.
Leave Indianapolis Via Big Four, 6:15 P. M., Sept. 29.
Arrive Cincinnati Via Big Four, 8:50 P. M., Sept. 29.
Leave Cincinnati Via C. & O. Ry., 9:00 P. M., Sept. 29.
Arrive Washington Via C. & O. Ry., 2:40 P. M., Sept. 30.
Leave Peoria Via Big Four, 11:30 A. M., Sept. 29.
Arrive Indianapolis Via Big Four, 6:00 P. M., Sept. 29.
Connecting with above train at Indianapolis.
Leave St. Louis Via Big Four, 12:00 Noon, Sept. 29.
Arrive Indianapolis Via Big Four, 6:05 P. M., Sept. 29.
Connecting with above train at Indianapolis.
Leave Toledo Via Big Four, 1:48 P. M., Sept. 29.
Arrive Cincinnati Via Big Four, 7:40 P. M., Sept. 29.
Connecting with above train at Cincinnati.
Steamers leave Washington 6:45 P. M., arriving Norfolk 8:00 A. M.

It is probable there will be sufficient number to have a special train from Chicago for our exclusive accommodation; if not, through sleepers will be run from this point, also any other point where numbers are sufficient.

A cordial invitation is hereby extended yourself and friends to join us. The route selected is famous for its picturesque mountain scenery and we feel confident will furnish a most delightful trip.

Round trip summer excursion fares will be available on this occasion. The rate between Chicago and Norfolk, either direct, or via Washington, thence steamer is \$27.00; to New York, going via Norfolk, thence ocean steamer, returning via Buffalo and Niagara Falls \$36.00. Details concerning fares, etc., will be gladly furnished by local railroad representative or reservations desired in sleepers starting from Chicago, or steamer from Washington, communications addressed to Mr. C. C. Clark, G. A. P. D., Big Four Route, 228 South Clark St., Chicago, will receive prompt attention.

The supply of pop corn is always less than the demand, but for some reason, it is difficult to get the farmers to grow it. The growing of pop corn needs the attention of communities, rather than individual farmers, however, as the corn needs special cribs for curing and is contracted for in bulk. A considerable area has to be planted in order to show a profit. But when raised on a sufficiently large scale, pop corn will return a profit much greater than field corn.

CONFERENCE OF ASSOCIATION Officials.

Discussing problems of vital interest to the grain trade and hearing the views of prominent members of the Chicago Board of Trade and railroad men, the Federation of State Grain Dealers Ass'n Officials held a two days' meeting in Chicago, closing Aug. 27. After some debate, the organization was made permanent at the first session and officers were elected as follows: Lee G. Metcalf, Illinois, Ill., president, and George A. Wells, Des Moines, Ia., sec'y.

Officers of grain dealers associations present at the convention were: S. W. Strong, Urbana, Ill., sec'y, and Lee G. Metcalf, president of the Illinois Grain Dealers Ass'n; Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, Ia.; J. W. McCord, sec'y Ohio Grain Dealers Ass'n, Columbus, O.; F. C. Walbaum, president, and John A. McCreery, sec'y of the Illinois Farmers Co-operative Grain Dealers Ass'n, Mason City, Ill.; A. E. Reynolds, former president of the Grain Dealers Nat'l Ass'n, Crawfordsville, Ind., and Chas. B. Riley, Indianapolis, Ind., sec'y, and C. A. Ashpaugh, president of the Indiana Grain Dealers Ass'n, Frankfort, Ind., and John F. Courcier, sec'y of the Grain Dealers Nat'l Ass'n, Toledo, O.

The first regular session was held in the afternoon of the 26th, at which time F. C. Maegly, assistant gen'l freight agent of the Atchison, Topeka & Santa Fe Railroad, read a paper on "The Use of Uniform Weight Certificates by Shippers and Uniform Weight and Inspection Certificates by Terminal Markets."

In his paper on the use of uniform weight certificates, Mr. F. C. Maegly said in part:

WEIGHTS.

As I understand, the object of the Federation of Grain Dealers' Ass'ns is to promote and establish a higher standard of equity and integrity in commercial practice, and to bring about uniformity in the methods of transacting business. This being true, the suggestions which I will offer are in keeping with the objects of the federation.

Business men, as a rule, are predisposed to be honest and fair in the conduct of their business transactions. Beyond the features of honesty and fairness, accuracy and efficiency are required.

Accuracy demands effort and involves expense. Inaccuracy begets doubt and distrust.

There is widespread doubt among shippers and receivers, buyers and sellers of bulk grain respecting weights. Why not? The cause is obvious when we review the findings of scale experts employed by the several grain shipping ass'ns.

There are exceptions where the shipper and the receiver have satisfied themselves respecting the security and reliability of their customer's facilities and methods.

It is not the function of the carrier to serve as Public Weighmaster and establish the basis of weight for trading purposes.

Scales are maintained by the carriers for the purpose of weighing freight to determine a basis for freight charges. When the cars' marked tares are kept reasonably accurate and current, the weighing of carload freight in transit, and use of the cars' marked tare, afford justifiable accuracy for the purpose of collecting carrier's freight charges.

Trade exactions, on the other hand, are such that greater accuracy in weights is required as a basis of settlement for value of grain as between buyer and seller.

In each of your individual trade organizations, I believe there are standing committees whose function it is to induce more competent, careful and accurate weighing methods at the time and place of loading and unloading.

Shipper's Weight Certificate: In this connection I note with much interest the movement started by Mr. Riley, secretary of the Indiana Ass'n, urging the adoption of a uniform official shipper's weight certificate. Recent issues of trade papers have contained outlines of the suggested certificate form. By enlarging, somewhat,

upon the information provided by the proposed certificate, I believe it will fulfill a long felt want and result in reducing variations in weights to a minimum.

With a view of duly impressing the person who executes such a certificate, and the carrier's agent waybiling the weight so certified, it has been suggested that excerpt from Section 10 of the Interstate Commerce Law, relating to the falsification of weights, be printed on the back of each certificate.

I sincerely hope that before this meeting adjourns, the Federation will lend its official sanction to the adoption of a uniform official certificate of weight for use by shippers and receivers of grain.

Weighmaster's Conference: In view of the fact that the Grain Dealers' Ass'ns represented here have committees for the purpose of promoting accuracy in weighing methods, you will no doubt be interested in a conference held in Chicago not many weeks ago between the weighmasters of the leading terminal grain markets, called for the purpose of discussing ways and means of improving the grain weighing facilities generally. This conference grew out of the disclosures of the grain shrinkage investigation conducted jointly by carriers and grain shippers. The data gathered indicated that many of the variations in weights were caused by inadequate weighing and loading facilities at interior shipping and receiving points. This weighmasters' conference referred to resulted in the formulation and approval of a set of regulations for the installation, care and use of weighing machines. The regulations were deemed reasonable, and if I may be allowed I will read them. I would urge the official approval of the same by the Federation of Grain Dealers' Ass'ns.

SUGGESTIONS FOR REGULATIONS GOVERNING SCALE INSTALLATION AND GRAIN WEIGHING TO BE ADOPTED FOR THE GUIDANCE OF GRAIN SHIPPERS AND ELEVATOR OPERATORS.

1. Scales.

(a) The bearings of all scales shall be of steel or inlaid with steel and properly hardened.

(b) The knife edges shall be straight and sharp their entire bearing width and shall be hardened.

(c) All levers must be strong enough so that the amount of the deflection under full load will not affect the accuracy of the scale.

2. Scale Construction.

(a) When wood is used in the construction of the frame-work of a scale, no spliced or "Made-up" timbers shall be used but each timber shall be of one piece.

(b) In framing the timbers of a scale the blue print or plan of construction as furnished by the manufacturer shall be closely followed.

(c) The workmanship on the entire frame work shall be first class.

(d) All levers and their connections shall be level and plumb.

3. Scale Foundations.

(a) Foundation for track and wagon scales shall be constructed of concrete, stone or hard brick.

(b) The same need for rigid foundations exists in the setting of hopper scales.

4. Track Scales shall be equipped with dead rails or dead platforms, or the scales shall be so located that engines will not pass on or over them.

5. The practice of placing the beams of hopper scales on the lower floors of elevators with the scales proper located in the cupolas and resting on the bin cribbings, should be discouraged.

6. There shall be plenty of clear space on all four sides of the hoppers of all scales.

7. All scale pits shall be kept clean and shall be thoroughly drained.

8. Scale Testing.

(a) Scales shall be regularly tested by an experienced scale inspector at least twice a year.

(b) Wagon and small hopper scales shall be tested with not less than 1,000 lbs. of test weights.

(c) Hopper scales of 300 to 500 bushels capacity shall be tested with not less than 2,000 lbs. of test weights.

(d) Hopper scales of carload capacity shall be tested with at least 4,000 lbs. of test weights.

(e) All track scales shall be tested with at least 4,000 lbs. of test weights.

(f) All scales shall be tested empty and loaded to their working capacity.

(g) The grain shippers at each shipping station should collectively and individually purchase a set of test weights in order to insure frequent testing of each scale. This will enable them to place weights on their scales themselves from time to time between the regular tests. Where shippers own test weights they must be carefully handled at all times and protected against

the weather and kept in a clean dry place. A tightly covered box for their storage should be kept in each grain office where it is warm and dry. The warmth will prevent condensation of the moisture on the weights during extreme changes in temperature. These test weights can be proven and resealed from time to time by the scale inspector who makes the periodical scale tests.

9. A record of each test shall be kept which shall include:

(a) Date of the test.

(b) The amount of error found, if any.

(c) The repairs made or recommended, if any.

(d) Date when the repairs recommended are completed.

(e) The name of the scale inspector making the test and making any repairs, also the name of the scale manufacturer, association, form or individual with whom the scale inspector is associated.

10. The Hanger Weights of all scales shall be tested at the time each periodical test is made, and if worn light, they shall be resealed.

(a) Weighers shall go over the scale thoroughly each morning to be certain that the platform (or hopper, as the case may be), and the mechanism of the scale are free and do not bind.

(b) Weighers shall keep their scales in perfect balance at all times.

(c) Weighers shall make daily examinations of the spouts leading from hopper scales to car and any other equipment used in handling the grain between scale and car to be certain that they are grain tight.

(d) Recording beams (not automatic) are a most valuable aid in preventing errors.

(e) Where scales are not provided with checking devices, a record shall be made of the different denominations of the hanger weights used in weighing each draught.

(f) Where a non-registering compound beam is used it is imperative that the weighers check and re-check their readings of the weight on the beam before disturbing the poise, and that their record of first entry shall show separately the reading on the main beam and its auxiliary beam.

11. Where wagon or track scales are used a record of the weather conditions during the weighing shall be kept in order to determine the possibilities of the weights being affected thereby.

At the conclusion of Mr. Maegly's address, Mr. Riley pressed him for an opinion of a uniform weight certificate, a sample of which he showed him. The certificate specified the weight of the grain, kind of scales used and who weighed it, kind and grade, the number and initials of the car in which it was loaded, all to be properly filled in by the shipper.

After examining it, Mr. Maegly said that it appeared to be a step in the right direction. "I should favor its adoption," he said, "for I believe it will eliminate the one per cent shipper. The certificate will tend to make shippers absolutely square. The fellow who now adds one per cent to his total weights will pass out."

A discussion of the address of Mr. Maegly immediately followed. In defense of the uniform weight certificate, Mr. Riley pointed out that its use by the railroads was only a secondary thing as its main purpose was to serve as source of information from seller to buyer and a long step toward the clean bill of lading.

The uniform certificate was objected to by Mr. A. E. Reynolds on the ground that it might conflict or at least encourage the opponents of the Pomerene law governing bills of lading. In regard to scale regulations, Mr. Reynolds took sharp issue with Mr. Maegly. He denounced most scales now manufactured and declared that the only kind he would exempt from the scrap heap was an equi-pose automatic scale. He recommended a scale with a loading capacity of 1,500 bus. an hour.

"How is the railroad going to know the weight of grain in a car, unless its agent weighs it himself or sees it weighed?" demanded Mr. Reynolds. "Why should the railroad take the ship-

per's word for it? The clean bill of lading has got to come, but it can never come unless the railroad and the shipper co-operate in the weighing of grain."

Mr. Wells at once objected to the suggestion of co-operative weighing, declaring that in his opinion the method would not be economical, as the railroads would require the services of extra men at each station to attend to the weighing of grain for shipment.

The railroads will not pay claims unless they want to, was the statement of Mr. McCreery, who accordingly opposed the uniform weight certificate. In his opinion, the practice of many shippers in adding one per cent to the total weight of their shipments would not be discontinued by the certificate.

"I would just as soon take a shipper's word as his certificate," asserted Mr. Strong. "The certificate would prove an imposition on many country shippers, who haven't the time necessary to fill out such a document."

Mr. W. N. Eckhardt was asked his opinion of the uniform weight certificate. He said that in his opinion the certificate would prove a great convenience to buyers of grain, as frequently it is impossible to learn the weight of a shipment until the car is duly weighed in Chicago. He pointed out, however, that many shippers have not adequate facilities to weigh their grain and therefore would be unable to record the weights as provided in the uniform weight certificate.

Mr. F. C. Maegly again reiterated his opinion that the adoption of such a certificate would eliminate the "one per cent shipper" and prove a great aid in facilitating the payment of claims by railroads.

Sec'y J. C. F. Merrill was then called upon to discuss the matter of interest charges against drafts and the time when the same should cease. In a brief address, Mr. Merrill explained that interest could not be charged against drafts longer than seven days, according to the rules of the Chicago Board of Trade. The rules formerly permitted 15 days, he said.

"But interest charges should stop as soon as the grain is inspected," averred Mr. Wells, interrupting the speaker.

"The money paid the shipper, before the grain is accepted, is only a loan," declared Mr. Merrill in reply. "It is perfectly right and proper that the shipper pay interest on that money until the sale of the grain is completed. The sale is not completed until the contract is fulfilled and delivery made according to the terms of the contract. Many shippers seem to think that their responsibility ends when the grain reaches the yards in Chicago.

"Delays in completing the contract rarely last seven days when traffic conditions are normal," resumed Mr. Merrill. "It is only in extremely cold weather, when engines freeze up and traffic is moved slowly, or a car shortage exists, that cars remain on the buyer's track over 48 hours. I have known cars to remain on the tracks 90 days under some circumstances."

Mr. Eckhardt: "Inspection is a state function and any citizen of the state of Illinois can avail himself of it. If the inspection is not satisfactory to either the buyer or seller, each have 24 hours for a reinspection.

"If doubt is felt regarding the accuracy of the state's inspection, it is customary for members of the Board of Trade to call on Robert Kettle, chief grain sampler of the Board of Trade. If Kettle's test shows a different grade

of grain, the state is shown Kettle's findings and on that evidence is asked to reinspect the car.

Considerable criticism was aimed at the state inspection department, Mr. McCreery insisting that it was a joke. Mr. Eckhardt deplored the fact that the number of cars capable of inspection during a day was so limited by the inadequacy of the state inspection department.

MONDAY EVENING.

At 6:30 the delegates to the federation meeting were guests at a dinner given at the La Salle hotel by the Chicago Board of Trade. Following dinner, W. A. Garrett, chairman of the Ass'n of Western Railways, delivered an address on the "Means of Reducing the Coming Car Shortage," from which we take the following:

THE CAR SHORTAGE.

I deem it a special privilege to appear before the Presidents and Secretaries of the grain dealers associations of the middle West at this particular time, when the Government reports record a bumper grain crop, the handling of which will tax the transportation facilities of the granger lines.

A circular was issued under date of Aug. 9th, 1912, urging the shippers to co-operate with the railroads to prevent a car shortage during the next six months. While the Railroads will make every possible effort to move business promptly, attention is called to the fact that the average mileage per car in the United States is less than twenty-four miles per day, showing a serious delay in the loading and unloading at terminals.

The American Railway Ass'n records show that for the twelve months ending June 30th, 1910, the average miles per freight car per day was 23.7; for the twelve months ending June 30th, 1911, the average miles per freight car per day was reduced to 23.3, and for the ten months ending April 30th, of the current year, the average miles was the same as last year, viz.:—23.3.

The Wall Street Journal, of recent date, tables the number of freight cars and the number of locomotives ordered each calendar year as follows:

Year	Cars Ordered	Loco's Ordered
1905	344,700	6,265
1906	313,500	5,042
1907	151,700	3,282
1908	62,700	1,182
1909	193,883	3,350
1910	145,085	3,787
1911	115,000	2,847
*1912	214,000	4,720

(*)—Estimated.

You will notice the number of locomotives and cars ordered in 1912 are greater than any year since 1906. From these averages we find that there are more locomotives per car owned at the present time than at any previous date, emphasizing the ability of the railroads to get a greater average mileage out of cars, provided the terminal delays are reduced and the shippers do their part.

As our railroads have a greater number of surplus cars in July than in October, when grain crop is being handled, from the American Railway Association records showing the car surplus in the months of July and October, we get the following totals:

1908—reduction in available car supply	208,098
1909—reduction in available car supply	248,755
1910—reduction in available car supply	142,125
1911—reduction in available car supply	128,540

The records for July, 1912, show a net surplus of 68,922 cars. It follows that if the reduction in the available car supply between July, 1912, and October, 1912, be only equal to the reduction of last year, viz.:—128,540 cars, we will be confronted on October 24th, this year, with a net shortage of 59,618 cars. However, the latest fortnightly returns from the American Railway Ass'n present the following study figures: 68,922 Surplus Freight Cars July 18th. 56,510 Surplus Freight Cars August 1st. 43,901 Surplus Freight Cars August 15th.

25,021 decrease in cars in 28 days, or approximately 1,000 cars per working day.

The Presidents of eleven Chicago Granger Lines, recognizing the possibility of a

serious car shortage, sent the following joint letter to the Illinois Railroad & Warehouse Commission, on August 19th:

"Because of the bumper grain crop in the West and Northwest making possible a car shortage this Fall, on behalf of all grain carrying lines, this is to ask if sufficient grain inspectors and samplers cannot be employed to secure samples from all cars arriving in Chicago in time to have the cars inspected and reported on before 11:00 a. m. of each day. Such a program would save twenty-four hours' unnecessary delay to many hundreds of cars."

The failure to provide cars to the country shippers promptly creates a serious condition, especially when the freight cars that should be required for an additional trip are being unnecessarily delayed at the large terminals, either because of congestion, for which the railroads are partly responsible, or because of the failure to promptly unload the cars, for which the elevator interests may be responsible.

Under date of August 24th, the following letter was set to Mr. J. C. F. Merrill, Secretary of the Board of Trade of the City of Chicago, by the Chairman of the Association of Western Railways:

"The bumper grain crop this Fall suggests the possibility of a car shortage, and with view of conserving the grain carrying equipment, on behalf of all Member Lines of this Association the Chicago Board of Trade is asked to co-operate in the following manner:

"(A) Prompt inspection and sampling cars, and the reduction of duplicate sampling to a minimum.

"(B) The immediate ordering of cars on the day of sampling and sale.

"(C) Secure bills of lading so they will be available for surrender at time cars arrive and are sold.

"(D) An official communication to the Chairman of this Association at 12:00 o'clock Noon, each day, showing what, if any, elevator should be embargoed, so that the Chairman may communicate immediately with all in-bound carriers."

I make an especial appeal to each one of you to get behind the above mentioned programs so that the Railroads may be aided in the handling of the business this winter. That the Railroads contemplate handling the car situation during the coming Fall in a vigorous manner is emphasized by the fact that, as shown above, the Presidents of the Railroads are taking a hand in urging an early sampling and inspection of grain, hoping that on many cars one day's detention may be avoided. In Chicago, a car sampled and inspected before 11:00 a. m. of the first day of the month, has until 7:00 a. m. the third day of the month before demurrage is charged, while a car sampled and inspected the afternoon of the first day, has a free day on the second and a free day on the third and the demurrage begins at 7:00 a. m. of the fourth day.

With the demand for equipment, no carrier desires to earn demurrage on freight cars in Chicago or any other terminal, because the demurrage charge does not pay the interest upon the ground value and track maintenance in Chicago, but the Railroads are anxious to get the cars unloaded so that they may get an out-bound load to the country and another in-bound load to the city.

Many shippers do not seem to be impressed with the fact that cars are provided for transportation and not for storage, but even with the above free time allowed at Chicago for the release of the equipment, the Chicago grain records for the months of September, October and November, 1911, recorded the fact that 5.45% of all cars inspected during that period were delayed beyond the free time and earned demurrage.

The railroads by working closely with the Chicago Board of Trade during the next six months, hope to avoid much unnecessary detention in Chicago. In the above-mentioned appeal to the shippers, dated August 9th, the following language was used:

"Every time the loading or unloading of a car is needlessly delayed the available supply of cars is needlessly reduced; and no shipper has any right to complain that he is not furnished enough cars if he is by his own acts needlessly and wrongfully reducing the available supply of cars."

A strong editorial appeared in the Boston, Mass., Chamber of Commerce News, emphasizing the last paragraph in the following manner:

"This is a plain truth, well and forcibly expressed. He might have added, however, that every time a car is needlessly delayed by a railroad, either in transportation over the road, or in switching service at terminals, the available supply of cars is needlessly reduced, and no railway official has any right to complain of delay to his equip-

ment if by the railway's own acts it is needlessly and wrongfully reducing the available supply of cars."

The Railroads admit this application, and you may rest assured every Western Line will do yeoman work during the next six months in handling freight equipment.

The country shippers can help the car situation and the general railroad situation by working along these lines:

(a) Anticipate need for empty cars with early and reliable advice to the Agent.

(b) By not using spikes to secure the grain doors to the car posts. The Chicago elevator men have claimed that the spiking of the grain doors causes serious delay in releasing the temporary doors so that the grain may flow. While possibly the delay to a single car might not be great, if the major portion of the grain doors were secured in this way, it might make it impossible for the elevators to unload as many cars as they would if the grain doors were secured with 8 and 12 penny nails. Besides, the spiking of the doors to the door posts causes the destruction of the doors when releasing the grain, and many times results in damage to the car door posts, making a repair track treatment necessary, which of course causes an unnecessary delay to equipment.

(c) By not loading cars with leak defects or that are not in a fit condition to carry grain safely to market.

(d) By not loading grain into cars with oil-soaked floors or into cars containing foreign matter than would damage the quality of grain.

(e) By loading cars as soon as possible after being set.

(f) By loading the cars to their full stencilled capacity, but not beyond the maximum quantity allowed.

(g) By advising the Local Agent as soon as cars are loaded, giving shipping directions immediately.

(h) By notifying Local Agent when the grain loaded is perishable—that is, in heating condition or so full of moisture as to likely get out of condition during transit.

Suggests Co-operation: While not bearing directly upon car shortage, yet the time of the railroad employees can be given more exclusively to the car supply and car handling if the grain shippers would co-operate to the following extent:

1. By using more care and more reliable methods in determining the weights of grain loaded into cars, eliminating the causes for claims, the resultant contention and many times ill-feeling. This can be done by using better and more modern weighing equipment and installing this equipment upon suitable foundations and in accessible places; by having scales tested frequently by competent scale inspectors, and by using the same care to see that all grain weighed for a car is loaded into that car, as the shipper expects the terminal weighmaster to use in protecting and weighing the car at destination.

2. By making and keeping a detailed and accurate record of the amount of grain he loads into each car.

3. By attaching cards to the grain doors, giving draft and the dates of weighing, the total quantity loaded and style of scale used in determining the weights. Many of you understand that there is a law in the State of Minnesota which compels shippers to attach weight cards to the grain doors, and in the case of failure to attach such weight cards, destination weights will govern.

4. By promptly forwarding bills of lading to the points of destination, in order that cars will not be detained awaiting such bills of lading.

Sec'y J. C. F. Merrill, Edward Andrew, W. N. Eckhardt, C. B. Riley and others participated in a rapid presentation of suggestions for the amelioration of the car shortage.

TUESDAY MORNING.

The last open session of the conference was started by Bert Ball of the Crop Improvement Com'te. Mr. Ball reviewed the work of his com'te and showed the extent of the movement for county farm bureaus in charge of a crop expert, by a map of the United States, with the counties organized for such work properly indicated.

He stated that the Crop Improvement Com'te desired the secretaries of the state associations represented to co-operate with the com'te to the end that a certain uniform variety of grain might be grown in those localities best adapted to it. He

said conditions were extremely favorable for such a course, as the wheat was frozen out in several of the states last fall and seed would have to be imported this year. Mr. Ball urged the officers of the several state associations to assist in the calling of local meetings, on which occasions the question of using a certain variety of grain best adapted to the locality would be urged upon the farmers by a representative from their state agricultural college.

"The matter of crop improvement is the biggest thing you can consider," declared Mr. Ball in conclusion. "We need your hearty co-operation in the work of doubling the yield of grain per acre. You can see the possibilities, if our efforts only increase production 10 per cent."

In the discussion that followed, Mr. Wells assured the speaker that grain dealers could not be expected to be very enthusiastic, as the increased prosperity would only cause the location of competitive elevators at every station.

Mr. Maegly addressed the meeting a second time, his subject being "Natural Shrinkage." Mr. Maegly was a member of the joint com'te which formulated a resolution concerning natural shrinkage at a meeting held Feb. 20, 1912:

NATURAL SHRINKAGE.

I have never been able to reconcile the attitude of many of our good patrons who, in dealing with the transportation company, hold forth the theory that Natural Shrinkage exists only in the mind of the railroad claim agent, whilst these same patrons, in their dealings with their fellow-men, are everlastingly insistent upon recognition of this well known principle.

The investigation by the Joint Committees, representing grain shippers, grain exchanges and railroads, prove clearly the existence of prevailing shrinkage in the handling of bulk grain. As to the measure of such item, that is at present a mooted question. For information, I would refer you to the tabulated statements of data gathered.

Every terminal weighmaster of recognized experience and reputation admits Natural Shrinkage in the handling of grain. Obviously, the shrinkage on grain that is clean, dry and well seasoned is less than that occurring in the case of grain that is dirty, of high moisture content or out of condition, and where grain goes out of condition in transit, abnormal shrinkage in weight usually results, the extent depending upon the amount of heat and moisture in the grain and the length of time that the grain has been in a heating condition.

Extensive tests conducted by the U. S. Department of Agriculture prove conclusively the existence of shrinkage in corn—even kiln dried corn. Its tables of the test show that corn with high moisture content is susceptible to violent loss of weight; as much as 200 lbs. to the carload in 24 hours.

I feel that the shipper of corn with high moisture content is not just to himself or the carrier when he permits such shipment to go forward without proper notice to the carrier's local freight agent of the hazard involved; the consignee adds greatly to this hazard, where, after several days delay at the primary market, he reconsigns such grain to remote destinations without due notice to the carrier's agent of the high moisture content and the likelihood of the grain heating in transit.

It is a well known fact that grain weighed and loaded or unloaded and weighed on a windy day, where the wind has full sway upon the flowing grain, will shrink much more than the same grain loaded or unloaded on a calm day. The waste incident to the placement of a load of bulk grain into and out of a car, like that which occurs in the placement of the same grain into and out of an elevator bin, cannot by any practicable means be overcome.

Mr. Strong discussed the paper at some length, stating that where claims had been turned over to the Illinois Ass'n for collection, none were presented for less than \$3.00. When asked by Mr. Maegly the amount of the average claim, Mr. Strong stated that \$12 was a fair average.

On motion of Mr. Courcier, the ques-

tion of natural shrinkage was allowed to go over until the next meeting.

The closing feature of the program was an impromptu address by Mr. Foss, who discussed the proposed car inspection at Chicago and other terminal markets with police protection in the outlying yards.

Mr. Foss declared that the proposition was an excellent one but depended for its success on the number of shippers who would co-operate in paying the expense of such inspection and espionage. He stated that all cars would have to be cared for no matter who was paying for the service. He estimated the cost at 25c per car. He outlined the proposed plan as follows:

(A) Meet all in bound cars, examine and record their physical condition.

(B) Repair all cars showing leakage.

(C) Make record of all car seals.

(D) Seal all unsealed cars arriving.

(E) See that all cars are sealed after grain inspection or sampling.

(F) Make record of the breaking of each seal and reasons for breaking each seal with a record of re-sealing, all re-sealing to be done with seals consecutively numbered to prevent duplications.

(G) To see that all cars of bulk grain are forwarded from outlying yards to their respective unloading points, under proper seal protection and in good condition.

(H) Adequate police protection.

(I) To send a full and complete report of findings and doings concerning each car, to the weighing department officers for the benefit of both shippers and consignees.

The plan outlined by Mr. Foss was heartily approved by all present. Mr. Maegly declared himself in favor of continued seal protection until the car reached the elevator. He said such protection was impossible in Chicago at present, as the official samplers and inspectors now take off the seals and the railroads find it impossible to keep a crew of sealers following their movements.

On motion of Mr. C. B. Riley, the visitors and members of the press were given a vote of thanks in appreciation of their presence at the sessions. Mr. Riley also secured the passing of a motion that it was the sense of the Federation that a course of inspection and espionage of cars in Chicago be carried out according to the plan outlined by Mr. Foss.

In the afternoon an executive session was held, at which time resolutions were adopted as follows:

RESOLUTIONS. ORGANIZATION.

RESOLVED, That this organization be continued during the next year under the name of "ASSOCIATION OF OFFICERS OF THE GRAIN DEALERS ASS'NS," and that its membership shall be composed of the Presidents and Secretaries of the several State and Co-operative Grain Dealers Ass'ns and the President and Secretary of the Grain Dealers National Ass'n.

DELAYED REINSPECTION.

WHEREAS, It is the custom and rule in certain terminal markets to give the buyer the privilege of calling for reinspection when the car is placed at the elevator for unloading and having reported sale or the application of same on the contract, to the shipper on basis of the original inspection, thus giving him a basis upon which to make purchases from farmers, that is misleading and results in loss, not only on the car in question, but also on all grain purchased on that basis, therefore

RESOLVED, That the Association of Officers of Grain Dealers Ass'ns assembled at Chicago, this 27th day of August, 1912, do hereby express their disapproval of such delayed reinspection, and that the Secretaries of the Grain Dealers Ass'n be instructed to obtain definite information regarding the custom relating to such delayed reinspection at each of the different terminal markets, and that each Secretary report the conditions found by him to the other Secretaries in order that they may advise their membership by circular letter, and also report such findings at the next meeting of the Association for the general consideration and action by the officers of the ass'ns. And

RESOLVED, That a copy of this resolution be placed in the hands of the Secretaries of the Boards of Trade or Exchanges where delayed reinspection is allowed, with request that the matter be considered with the view of changing the custom and rules.

REINSPECTION AT CHICAGO.

WHEREAS, There seems to be a complex condition and system of reinspection of grain at Chicago, involving the drawing of samples by parties not under the jurisdiction of the Grain Inspection Department of the State of Illinois, and

WHEREAS, Such complex system is not fully understood or appreciated by the trade at large. Therefore be it

RESOLVED, That a committee composed of the Secretaries of the Grain Dealers Ass'ns, included in the Association of Officers of Grain Dealers Ass'ns, be appointed and directed to make a thoro investigation of the whole subject, and upon the conclusion of its investigations and deliberations, reports to be made and submitted to the proper department of State and to the Chicago Board of Trade, together with recommendations for such changes as may be deemed desirable in the interest of the patrons of the Chicago market.

INTEREST CHARGES AGAINST DRAFTS.

WHEREAS, The consideration of the interest question as provided for in Item No. 1 of the docket, developed the ordinance of further investigation and consideration. Therefore,

RESOLVED, That a committee composed of the Secretaries of the Grain Dealers Associations be appointed to pursue the investigation and the consideration of the whole subject, and that the subject remain on the docket pending such investigation and report.

UNIFORM SHIPPERS WEIGHT CERTIFICATES.

RESOLVED, That we recommend the use of uniform certificates of weights by grain shippers in substances, as follows:

Official Weight Certificate.
Adopted August 27, 1912.

ASSOCIATION OF OFFICERS OF GRAIN DEALERS ASS'NS.

THIS IS TO CERTIFY THAT I HAVE
THIS DAY WEIGHED ON

..... Scales at Station
(State whether Automatic Hopper, Wagon
or R. R. Scales.)

on R. R. and loaded into
car No.

(Give initial) (Give Car No.)
..... lbs. Bu.

(Total No. Lbs.) (Total No. Bu.)
of

(Class and grade of Grain.)
Marked capacity of car

Car thoroughly examined and found to
be in good condition and properly sealed
as noted hereon, when delivered to the
..... R. R. Co.

(Name of R. R. Co.)
SEAL, RECORD, NAME AND NUMBER.

Side
Side
End

These Scales were officially examined and
sealed on 191.., by

in the employ of the

for the

Signed

..... Weigher.

(See Reverse Side for List of Draughts.)
(OVER.)

Dr. F. L. Dunlap of the buro of chem-

istry and associate chemist under Dr.

Harvey W. Wiley, when the latter was

chief of the buro, has resigned to accept

a commercial position in Chicago. Dun-

lap came into prominence as one of the

authors of the charges of irregularity

against Dr. Wiley.

The Beall anti-cotton futures bill, if

enacted, will strike southern prosperity

the severest blow it has sustained in many

years. The inevitable results would be.

First, to deprive the cotton producer of

the multitude of small competitive mar-

kets and buyers which now purchase his

crop, and in consequence summarily lower

the price of cotton; and secondly, to

place the price making power unreserv-

edly in the hands of a combination of

foreign buyers and spinners who would

unquestionably fix it low.—W. P. Thomp-

son, former pres. New Orleans Cotton

Exchange.

OIL CONCRETE FOR WATER- proof Elevator Pits.

The method to follow in mixing oil into concrete is told by Logan Waller Page, director Office of Public Roads, U. S. Dep't of Agriculture, in Bulletin 46. The government has followed the instructions of Mr. Page in the damp proofing of a number of vaults in the public buildings at Washington, and the result has been most successful, as described in the Grain Dealers Journal Aug. 25, page 302.

In water-proofing concrete, Mr. Page mixes with the concrete from 5 to 20 per cent of oil. As ordinarily made, concrete consists of a mixture of cement, sand, broken stone or gravel and water. Oil-mixed concrete differs from ordinary concrete only in that oil is an additional ingredient in the mixture. It is important, however, that the materials used in a concrete mixture be of the proper kind and be combined in the correct proportions for the work in hand.

PETROLEUM RESIDUUM oils having a specific gravity of not less than 0.930 nor greater than 0.940 at a temperature of 25 degrees Centigrade, should be used for oil-mixed concrete. The oil should be soluble in carbon disulphide at air temperature to at least 99.9 per cent. Further the oil shall contain not less than 1.5 nor more than 2.5 per cent of bitumen insoluble in 86 degrees B. paraffin naphtha, and shall yield not less than 2.5 per cent nor more than 4 per cent of residual coke. When 240 cubic centimeters is heated in an Engler viscosimeter to 50 degrees C. and maintained at that temperature for at least three minutes, the first 100 cc. which flows out shall show a viscosity of not less than 40 nor more than 45. When 20 grams of the material is heated for five hours in a cylindrical tin dish 2½ inches in diameter by 1 inch in height, at a constant temperature of 163 degrees C., the loss in weight shall not exceed 2 per cent.

For most purposes, where damp proofing is required, five per cent of oil based on the weight of the cement in the mixture is all that is necessary. A bag of cement weighs 94 pounds and consequently for each bag of cement used in the mixture, 4.7 pounds or about 2½ quarts of oil are required. For basement walls, 10 per cent oil is all that is required.

TO ILLUSTRATE the method of mixing, the author writes: "Let it be supposed that a batch of concrete requiring two bags of cement is to be mixed in the proportions of one part of cement to two parts of sand, to four parts of broken stone or gravel, together with five per cent oil. Four cubic feet of sand are first measured out in a bottomless box 12 inches deep and two feet on each side. On top of the sand is spread the cement and these materials are mixed together until they appear to be of uniform color. Water is then added to the mixture and the mass again mixed to a mortar of mushy consistency. Five quarts of oil are then measured out and added to the mortar, and the mass again turned until there is no trace of oil visible on the surface of the mortar. The oil-mixed mortar is then combined with the stone or gravel previously moistened and the mass is again turned until all of the stone is thoroly coated with the mortar and the mass is uniformly mixed thruout. Should only oil-mixed mortar be desired, the process is similar

to that above described, except that no stone is added. In a machine mixer, the cement, sand, and water are first mixed to a mortar, when alternate batches of oil and stone are added until the required quantity of oil is mixed, and then the remainder of the stone is added and mixed."

In computing the proportion of each material to use in an oil concrete, the author states that one barrel of cement equals four bags. Oil weighs about 7¼ pounds to the gallon.

NEW GRAIN RECEIVING Firm at Chicago.

A valuable addition to the few firms handling barley as a specialty in the world's greatest barley market was made this month by the establishment of the E. C. Butz Grain Co. at Chicago.

Enil C. Butz, the head of the firm, has had a long experience in the grain trade and has always specialized in barley. After traveling in Iowa for several years he went with H. Mueller & Co., Chicago, in 1890 as floor salesman, traveling representative and all around barley man. Six years later he went with the old firm of E. Seckel & Co., and had charge of their barley department for three or four years.

For a year he was a member of the firm Butz & Ray until it was absorbed by Rosenbaum Bros., when Mr. Butz took charge of their barley department, and conducted this department for the last 12 years.

Incorporated with ample capital and with Mr. Butz's intimate knowledge of barley quality and the outlets for the grain as well as an extensive acquaintance with maltsters and brewers, the new company has a successful future before it. Offices have been taken in the Gaff Bldg. A portrait of Mr. Butz is reproduced herewith.



Enil C. Butz, Chicago, Ill.

CROP IMPROVEMENT.

An agricultural exhibit car will be sent by the Atlantic Coast Line to Ohio, Michigan and Illinois for exhibition at county fairs and other similar occasions during the next few weeks.

Following the lead of the Peoria County Grange, which has organized for the establishment of a county farm buro, Tazewell County will organize. E. M. Wayne, Delavan, Ill., has been largely responsible for interesting Tazewell County in the work.

Prizes aggregating \$200 have been donated by officials of the C., B. & Q. Railroad for winners in fall and spring agricultural work, in the territory tributary to the company's lines in Illinois. The prizes will be awarded in connection with the National Boys and Girls' Club movement.

William J. Spillman, chief of the Office of Farm Management, Dep't of Agriculture, hopes to see a farm management expert for every agricultural county in the United States. Congress appropriated \$300,000 for the work during the coming year, an increase of 100 per cent over the appropriation last year.

The matter of the establishment of county farm buros will be presented to the delegates attending the meeting of the Central Ass'n of Commercial Secretaries in Indianapolis, Ind., Sept. 20, by Bert Ball, sec'y of the Crop Improvement Com'te of the Council of Grain Exchanges. "The Growth of a Large City Is the Beginning of Degeneracy" is the subject of Mr. Ball's address.

The Crop Improvement Com'te of the Council of Grain Exchanges will make a report and present an exhibit at the annual convention of the U. S. Brewers Ass'n this month at Boston. A map constructed on a scale of eight miles to the inch, 32 feet x 11 feet, showing the applications made to the Crop Improvement Com'te from counties seeking the establishment of county farm buros, will form the exhibit.

The United States Bureau of Farm Management has agreed to co-operate with the Wisconsin College of Agriculture in the establishment of county farm buros under the direction of crop experts. As a result, the Milwaukee Chamber of Commerce will institute a campaign during the coming winter for crop improvement along the lines suggested by the Crop Improvement Com'te of the Council of Grain Exchanges.

The Peoria County Grange, organized Sept. 2, to raise the necessary funds to secure the establishment of a farm buro under the direction of a crop expert, in that county. A federal appropriation is available and \$1,000 may be secured thru the Crop Improvement Com'te of the Council of Grain Exchanges. The organization was effected at the annual picnic of the Grange. Officers were elected as follows: F. A. Jones, Dunlap, pres.; C. H. Feltman, Peoria, sec'y.

A meeting of railroad men and the sec'y of the Crop Improvement Com'te will be held in New York City, Sept. 17, for the purpose of establishing farm buros in every agricultural county in New York state. The conference will be held in the office of P. R. Burnett, agricultural and industrial commissioner of the Lehigh Valley Railroad. F. S. Welch of the New York Central, Geo. A. Cullom of the Delaware & Lackawanna and F. R. Stevens of the Lehigh Valley will be present.

Altho the Crop Improvement Com'te of the Council of Grain Exchanges has not

named a week for selecting seed corn, on account of the varying local conditions thruout the country, three governors have acted on their own initiative and issued seed corn proclamations. They are Gov. Adolf Eberhardt of Minnesota, Gov. R. S. Vessey of South Dakota and Gov. Aldrich of Nebraska. Minnesota farmers will observe seed corn week between Sept. 16 and 21, South Dakota Sept. 10 and 11 and Nebraska Sept. 30 to Oct. 5.

As a result of the rye meetings held in 27 counties in Michigan during the past month, by H. E. Krueger, champion grain grower of Wisconsin, and Prof. Potts of the dept of agronomy, Michigan College of Agriculture, the farmers in Michigan have become so enthusiastic over the prospect of farm buros in each county, that every county but four in the state has applied to the Crop Improvement Com'te for financial assistance. Cultivation of rye, winter wheat and alfalfa was talked in every county and every day farm demonstrations were given. H. L. Goemann, the rye king, furnished the funds for the educational campaign in Michigan.

The Crop Improvement Com'te of the Council of Grain Exchanges will hold a conference this month with the Bureau of Plant Industry, U. S. Dep't of Agriculture at Washington, D. C. Gov. W. H. Mann of Virginia will be present to discuss the means of extending the farm buro service in the South. The interest in such work in the southern states has not been so keen as it should be in the opinion of Dr. Galoway, chief of the Buro of Plant Industry, but the reason is said to be the paternalistic attitude of the government. If the individual farmers are permitted to help defray the cost of the service, it is believed a greater interest will be manifested.

The aim of the National Soil Fertility League, Chicago, Ill., to have a skilled farm demonstrator in every county in the nation is in a fair way of being realized, as the Lever agricultural extension bill passed the House Aug. 23. Every effort will be made to secure favorable consideration by the Senate when Congress reconvenes in December. According to the provisions of the bill, the federal government will grant each state in the union a fixed annual appropriation of \$10,000 for the establishing and maintaining a farm demonstration service. In addition to the initial \$10,000 the federal government will share dollar for dollar with the state the expenses of any further extension of the service the state may desire to make.

The foreign delegates to the Fifth International Congress of Chambers of Commerce to be held in Boston Sept. 24-28, will tour the United States immediately after and will be entertained by Chicago October 4 to 7. Other cities and points of interest to be visited will be Worcester, Buffalo, Niagara Falls, Detroit, Cincinnati, Dayton, Pittsburgh, Washington, Philadelphia and New York. The delegation will number several hundred with ladies. The visitors will be given an opportunity to see the Chicago Board of Trade the morning of Oct. 5. Banquets and automobile trips will furnish the remainder of the entertainment there. The International Congress at Boston will consider the establishment of an international bureau of statistics, a recommendation to hold an international conference on the validation of thru Bs/L and will also discuss a recommendation on international proceedings in the matter of invoices vised by consuls.

Grain Carriers

The Canadian Pacific has ordered 6,000 freight cars.

The M. K. & T. Ry. will purchase 2,000 thirty-ton box cars.

The Illinois Central is said to be in the market for 1,000 freight cars.

The Canadian Northern is said to be in the market for 2,000 freight cars.

The Northern Pacific has ordered 3,000 box cars, which will go into the fall trade.

The C. P. & St. L. has issued a bulletin asking shippers to refrain from loading cars beyond their capacity.

A reduction in the Suez Canal tolls to take effect Jan. 1 makes the rate the same as will be charged at Panama.

The House of Representatives has passed the bill providing a penalty for breaking seals on cars in interstate commerce.

Grain rates via the Great Lakes continue to soar, 2½ cents being the rate now asked at Duluth. The highest rate last year was 1¾ cents.

The new code of uniform demurrage rules will go into effect Oct. 1 on a number of roads which did not make them effective Sept. 1, as expected.

The British steamer Eric, loaded with corn, which cleared from Rosario, Argentine Republic, for Quebec, Ont., went ashore on Sable Island Aug. 13, and became a total wreck.

No ships are available at Galveston or any of the southern ports for the shipment of grain to foreign ports, according to E. M. Elkin of Wichita, Kas., a heavy grain exporter.

Early decisions of state rate cases by the United States Supreme Court are expected, in view of the fact that all of the justices expect to return to Washington at least two weeks before court convenes in October.

A protest against the export wheat rate to the Gulf will be made by the Kansas City Board of Trade to the Interstate Commerce Commission. The Board of Trade will ask as a remedy a corresponding reduction in the flour rate.

Grain shipments from Oklahoma this season have amounted to 3,000 cars, according to information obtained from the Santa Fe, Rock Island and M. K. & T. Railroad Cos. Only 964 cars were needed to market the crop up to this date last year.

Orders have been recently placed by the Illinois Central for additional rolling stock to the extent of \$5,000,000. The expenditure is being made to facilitate the road's handling of this year's crop. Delivery of the new equipment will be made Nov. 1.

"Shippers are doing much to prevent car waste, thru the means of machinery for loading and unloading cars, while there are only three railroads running west of Chicago that are keeping their equipment in first class condition," says a leading shipper.

Asking that Decatur, Ill., be put on the same rate basis as Cairo and other points, the William H. Suffern Grain Co., of Decatur, has filed a complaint with the Interstate Commerce Commission against the grain rates of the Illinois Central and other railroads.

The equipment of the Red River Transportation Company, Grand Forks, N. D., which operated boats on the Red River was sold Aug. 31 to Whitney Bros., Duluth, Minn., a lake navigation and construction firm. The new owners will overhaul the boats and barges to handle the heavy grain shipments this fall.

The work of connecting the Great Northern with the Grand Trunk Pacific on the Canadian side of the border has been started at Niobe, Ward County, N. D. The extension will be 22 miles long and will join the southern extension of the Grand Trunk twelve miles west of North Portal, Sas.

A great aid in moving the crops this year will be the service of twelve barges, each with a capacity of 125,000 bus., that will be operated by the Kansas City Missouri River Transportation Co. The new method of transportation will not affect rates, however, as the Gould lines recently made a sharp reduction in rates to the Gulf.

The new cut off of the Great Northern, extending 226 miles thru the wheat fields of North Dakota and shortening the route from Fargo to Minot about 68 miles, has brot to existence many new towns in that territory. From two to three grain elevators will be located at each station. The following towns are along the line of the cut off: Reed, Prosper, Vance, Mason, Bedford, Walden, Pillsbury, Laverne, Fairview, Revere, Sutton, Glenfield, Juniata, Grace City, Brantford, Dundas, Munster, Bremen, Viking, Heimdahl, Wellsburg, Dallas (or Selz), Clifton, Aylmer, Norfolk, Guthrie, Rangely, Karlsruhe, Falsen, Simcoe and Genoa.

Numerous transportation combinations will have to dissolve by July 1, 1914, to meet that part of the Panama bill providing for the separation of railroads from steamship lines. The bill affects water transportation everywhere in the United States but more particularly on the Great Lakes. The traffic situation on Long Island Sound, Chesapeake and Delaware bays is also hit. A sweeping investigation into the control of steamship lines by railroads has been instituted by the Interstate Commerce Commission. Large quantities of grain are handled by the railroad owned boats on the Lakes in the aggregate, altho the boats are primarily engaged in transporting package freight. Frequently, however, they have cargo space for grain and will carry it at very low rates.

The Pomerene bill, regulating the issuance of Bs/L for goods moving in interstate commerce, and conceded by grain dealers to be the best bill ever presented before Congress, passed the Senate unanimously on Aug. 21; but when it reached the House was referred to the com'ite on interstate and foreign commerce. There the bill will remain until the next session. One radical feature of the bill makes carriers more specifically responsible than heretofore for the acts of agents. This is embodied in section 25 and reads as follows: "That if a B/L has been issued by a carrier or on his behalf by an agent or employee the scope of whose actual or apparent authority includes the issuing of Bs/L, the carrier shall be liable to (a) the consignee named in a straight bill or (b) the holder of an order bill, who has given value in good faith, relying upon the description therein of the goods, for damages caused by the nonreceipt by the carrier of all or part of the goods or their failure to correspond with the description thereof in the bill at the time of its issue."

After lightering 25,000 bus. of the cargo of the steamer A. E. Stewart, which went aground off Sturgeon Point, near Buffalo, the officials of the Frontier Elevator declare that the ship was short only 69 bus. None of the grain was damaged. The boat went aground July 18 with a cargo of 200,000 bus. of wheat destined to Buffalo. Before the steamer cud be floated 25,000 bus. had to be lightered.

The Wabash road will have 800 miles of double track laid by January 1, according to officials of the road. About 25 per cent of the steel is now laid. Of the authorized double track, 32 miles is to be in Missouri on the main line between Kansas City and St. Louis; 325 miles between St. Louis and Buffalo; 170 miles between St. Louis and Chicago; 185 miles between Chicago and Buffalo, making a total of 812 miles. The company recently purchased 1,200 box cars, badly needed.

Car Shortage and Surplus.

Shippers are facing one of the greatest car famines in the history of the country. The total surplus of cars on Aug. 29 as reported by Arthur Hale, chairman of the com'ite on relations between railways of the American Railway Ass'n., is 36,047 cars. The number is a decrease of 22,576 cars from the report of Aug. 15, when the surplus stood at 58,623. Of the surplus reported, only 13,379 are box cars.

The situation can best be learned by a comparison of the report this year and that of a year ago. On Aug. 30, 1911, the surplus was 88,866 cars.

The total shortage reported on Aug. 29 was 26,297 cars of which 8,494 are in box. The number is an increase in the total shortage of 11,575 cars since Aug. 15.

The decrease in the box car surplus is general, with the exception of the New

England lines, lines in Texas, Louisiana, New Mexico and Canada.

New Elevator at Osgood, O.

In fitting out the grain elevator recently completed by Alexander Bros., at Osgood, Ohio, several arrangements were made that are not commonly found in a country elevator, but which will repay their cost many times over in reducing the expense of operation and increasing the facility of handling. The completeness of its equipment makes the house one of the best in that part of the state.

As shown in the engraving herewith the house has a crib built on the opposite side of the driveway, for ear corn, and a cement block steam engine house, from which rises the steel stack higher than the cupola. The engine room and basement have cement floors, and the walls and roofs are iron clad.

The three wagon dumps are arranged so that by power they can discharge into either of the two elevator legs. One stand, having 15x7 cups, elevates shelled corn and cobs from sheller, or elevates ear corn from crib from the same dump. The other elevator has 12x7 cups.

Each drag, sheller and cleaner is equipped with friction clutch drive so that any machine, drag or elevator can be thrown out of gear when not in use.

The equipment includes No. 2 Sidney Sheller and Boot Combined; Sidney Revolving Screen in cupola; grain cleaner on working floor; one wagon scale; one Richardson Automatic Scale; and Sidney Manlift. All the machinery was supplied by the Philip Smith Mfg. Co.

The Journal is well worth the money. —A. Jydstrup, Summit, S. D.



Alexander Bros.' New Elevator at Osgood, Ohio.

Feedstuffs

A. E. Langworthy, Kansas City, Mo., has been appointed field inspector of feedstuffs for the Kansas State Agricultural College.

San Francisco receipts of bran during August were 759 tons against 1,651 tons in August, 1911, according to Henry C. Bunker, chief inspector of the Chamber of Commerce Grain Trade Ass'n.

Milwaukee receipts of feed were 22,370 tons during August; against 4,750 tons in August, 1911. Shipments were 23,264 tons; against 22,152 tons in August, 1911, as reported by H. A. Plumb, sec'y of the Milwaukee Chamber of Commerce.

An official report of all feed preparations sent to the Bureau of Chemistry, Pennsylvania Dep't of Agriculture, for analysis, is found in Bulletin 223, entitled "Commercial Feeding Stuffs of Pennsylvania in 1911," published by the Pennsylvania Dept' of Agriculture.

P. A. Methvin, pure food inspector of the Georgia state department of agriculture, is making a vigorous campaign against adulterated feed stuffs. A carload of feedstuffs was recently held up at Macon, Ga., on the ground that it did not meet with the legal requirements governing its sale.

Taxable feedstuffs in Arkansas must be tagged, showing the analysis and the ingredients used in the manufacture and also the percentage of carbohydrates. Pure wheat bran and shorts are not taxable. Corn chops are taxable and must bear the tax tag, says Clay Sloan, commissioner of agriculture, Little Rock, Ark.

The creation of a special sales department fund to be used in assisting individual millers in prosecuting brokers or dealers who refuse to pay drafts on purchases of meal without just cause was recommended in a resolution adopted at the annual meeting of the National Alfalfa Millers Ass'n at Kansas City, Mo., Aug. 12 and 13.

A new stockfood is advanced by Joseph Stehlin, New York City, who has been granted letters patent No. 1,037,357 and 1,036,926, the manufacturing process. The method used consists of extracting excess moisture from spent hops and brewers grains, drying the same until about 8 per cent moisture remains and then reducing the product to powder form.

The estate of H. C. Minor, which operates a feed factory on South-down plantation near Houma, La., has recently added to its equipment a patent grass and feed dryer of his own invention, which is pronounced a success. The factory is devoted mainly to the preparation of prairie grass, which grows luxuriantly on the wet lands of that section of Louisiana. The grass is said to be as nutritious as alfalfa.

The annual meeting of the Ass'n of Feed Control Officials of the United States will be held at Washington, D. C., Nov. 18 and 19. The semi-annual meeting of the American Feed Manufacturers Ass'n will probably be held at the same time tho its executive com'ite has not yet definitely decided whether the meeting shall be a regular or special one. The subject of definitions is one of the most important matters to come up before the meeting of the Ass'n of Feed Control Officials.

The Hughes Warehouse & Elev'tr Co., Nashville, Tenn., has installed new machinery thruout its plant and made other improvements with the result that it is doubling its tankage capacity and output of mixed molasses feeds. When the season opens, the plant will run day and night, producing 2,600 bags of molasses feeds daily. Of the feed manufactured, 92 per cent is molasses and the remainder dry feed.

The Texas law relating to the misbranding of feedstuffs is void in the opinion of County Judge Bratton of Tarrant County (Fort Worth), who dismissed the criminal prosecution of R. A. Walker of Ft. Worth, charged with misbranding corn chops. The law in one place fixes the penalty at not less than \$100 or more than \$1,000, while in the amendment the fine is limited to \$500. The court held the law was ambiguous and therefore of no effect.

Exports of Feedstuffs.

Oil cake exported during the year ending July 1, included 72,490,011 pounds of corn oil cake, 1,293,690,138 pounds of cotton seed oil cake, and 596,114,536 pounds of linseed oil cake; compared with 83,384,870 pounds of corn oil cake, 804,596,955 pounds of cottonseed oil cake and 559,674,653 pounds of linseed oil cake exported in the previous year.

Bran, middlings and mill feed exported during the past year ending July 1, amounted to 144,504 tons; compared with 67,687 tons in the preceding year.

Exports of dried grains and malt sprouts during the year prior to July 1, amounted to 73,628 tons; compared with 76,803 tons in the preceding year. We exported rice bran and polish during the twelve months prior to July 1, to the extent of 12,649,036 lbs.; compared with 14,488,070 lbs. in the similar period in 1911-12, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the 12 months prior to July 1 amounted to 116,576,653 lbs.; against 132,116,820 lbs., in the preceding year.

Exports of rice during the 12 months aggregated 26,797,535 lbs.; against 15,575,271 lbs. for the preceding year. Of foreign rice, rice flour, rice meal and broken rice, we re-exported during the 12 months 8,370 lbs.; against 26,443 lbs., during the 12 months prior to July 1, 1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of broom corn during the year ending July 1, were 3,320 tons, valued at \$461,110, according to the report of O. P. Austin, chief of the Bureau of Statistics.

Estimates indicate that Japan will have a record breaking rice crop this year. First official estimates show a crop of over 275,000,000 bus., the heaviest in ten years.

South Africa exported 993,850 bags of corn during the crop year 1911-12 compared with 1,260,167 bags the previous year. The bags contain 203 pounds. The decline is due to the short crop that prevailed in many parts of the country last year.

Imports of corn into the United States during the year ending July 1, 1912, amounted to only 53,425 bus., with a valuation of \$47,936, according to O. P. Austin, chief of the Bureau of Statistics. In the two years preceding no corn was imported.

MEETING OF TRI-STATE Feed Dealers.

The Tri-State Feed Dealers Ass'n held its semi-annual convention at Syracuse, N. Y., Aug. 29 and 30. The membership in the Ass'n is composed of feed dealers, in New York, Pennsylvania and New Jersey. The convention was marked by a fair attendance in spite of the hot weather, and C. L. Carrier, pres of the Ass'n declared the convention to have been one of the best ever held.

Because of the difficulty in getting a full attendance at the summer meeting, the Ass'n decided to hold but one convention a year hereafter and that in February. It has been the custom to hold a winter and summer convention.

The program Aug. 29 included an address by Pres Carrier, general convention business and a discussion of business conditions.

The old officers were unanimously re-elected. They are: C. L. Carrier, pres., J. C. Harrington, vice pres., M. J. Mudge, treas., H. M. King, sec'y, Frank C. Jones, fifth member of the executive com'ite.

Following the election of officers, the delegates took the trolley to South Bay, where a shore dinner was held.

In his opening address, Pres Carrier reviewed the work of the Ass'n during the past year and pointed out the advantages derived thru membership in the Ass'n.

The report of H. M. King, sec'y of the Ass'n showed the organization to be well situated financially with a steadily increasing membership.

The balance on hand was reported to be \$204.49.

Business Methods.

In his address on "Business Methods," Mr. Geo. A. Chapman, President of the American Feed Mfrs Ass'n said in part:

The principles of the American Feed Manufacturers Ass'n might all be summed up in the advocacy of a square deal. The national organization is working for the advancement of methods and laws which will prevent misrepresentation or fraud of any kind on the part of either the manufacturer or dealer, and whereby every manufacturer must honestly declare upon his packages the names of the ingredients, the correct chemical analysis and the true weight.

The old days of the sharp bargain, the days of the mean and arrogant buyer, who won't trade unless at his own terms and his own price, the days of the Smart Alec salesman, who can sell you once but never again, the days of misrepresentation and fraud on the part of the manufacturer, have almost entirely disappeared into the dim and distant past. The day of the retailer who holds his customers by getting them so deeply in debt to him that they can not leave him and who then bleeds them by exorbitant profits, short weights, inferior goods and interest charges as high or higher than the law will allow, and who finally takes the farm in settlement, has also almost passed.

Many valuable feed products have been repeatedly condemned and certain manufactured feeds attacked and slandered by a few state officials here and there. The utilization of all by-products having any feed value was vindicated during the past crop year, however.

Not only this country but all the world was shorter of animal feeds than it has been in more than 20 years. All feedstuffs reached record breaking prices. Our feed products are all selling at close to double prices and in many cases treble and quadruple the average prices prevailing prior to 10 years ago.

Grain Screenings Valuable. As a valuable by-product, grain screenings are the most inexpensive feeding material obtainable, considering their feed value. An analysis of screenings by Dr. E. Brown, botanist in charge of the seed laboratory, Bureau of Plant Industry for the government at Washington, from five of the largest mills in Minneapolis, showed as follows: Protein, 14 per cent; fat, 6.14 per cent; carbohydrates, 50.90 per cent; fiber, 13.21 per cent; ash, 5.39 per cent, and water, 10.6 per cent. Against which

compare the average analysis of 310 samples of American wheat: Protein, 11.9 per cent; fat, 2.1 per cent; carbohydrates, 71.9 per cent; fiber, 1.8 per cent; ash, 1.8 per cent; water, 10.5 per cent. From tests made by the Maryland Agricultural Experiment station, it has been found that ground grain screenings is more digestible than distillers' grains, but not quite as digestible as wheat bran.

Oat hulls have a distinct feed value. The Maryland experiment station made the discovery in a 41 day test of feeding oat hulls that a mature Jersey bull actually gained 29 pounds in weight on a ration of hay and oat hulls. During the last 32 days of the test, the animal was fed oat hulls exclusively.

Virginia Made Ridiculous.—An amusing incident has recently occurred over in Virginia where they had a law which prevented the sale of certain mixed feeds which contain grain screenings and other by-product materials. By some means or other this prohibited feed got into the state and fell into the hands of one of the state's most expert feeders, who had the judgment, or courage, or foolhardiness, or something, to use this prohibited feed in feeding and finishing 18 head of Angus cattle. According to his own statement, those cattle gained in weight at the rate of 2% lbs. per day for four months, and he marketed them at the highest price ever received for cattle in that part of the state of Virginia.

The state of Virginia thot enough of this splendid carload of cattle to make special mention of them and print a picture of them in its annual agricultural report for the year 1911. Furthermore, the Norfolk & Western railroad took up this lot of cattle and used them as a text in its advertising booklets to show what can be done in cattle raising in the valley of Virginia. The manufacturer of this feed recently found it necessary, in order to establish his rights to sell this feed as granted to him by the constitution of the United States, to bring suit for injunction against the state of Virginia, and the state found itself in the embarrassing position of having to argue before three dignified judges of the Federal court that its much-lauded bunch of cattle had been produced on a feeding stuff which was so poor that it ought not to be allowed in the state. The question is, if they can raise a few such animals in Virginia on such feed, what in the world would Virginia do in the way of raising cattle if she would only fix up her laws so that some good feeds could get into the state?

Mr. Batchelor in his address on "Demurrage," urged the Ass'n to appoint a com'tee, which might fortify itself with a thoro knowledge of the workings of demurrage rules, before urging reforms. He said in part: Specific knowledge of the workings of the demurrage rules is needed to adequately present reasons why they shud be amended. I suggest that every feed dealer here keep a record of every car shipped during the next year. Make a record of the time of loading, routing and the time of delivery. In that way, this Ass'n will have information that will make the railway heads take notice.

Too frequently, railroad officials are made from men, who have no practical idea of the workings of the system under their control. To make a showing, they issue a set of new demurrage rules. We all know that we as shippers and receivers have to compensate the railroads for delay in loading and unloading cars beyond a specified limit. There is no good reason why the rule should not work both ways and the railroads be required to compensate the dealer for delays in transit.

Creditors can not collect from co-operative companies. Such is said to be the effect of a decision of Judge Charles B. Witmer in the U. S. court at Scranton, Pa., who dismissed the petition of Pillsbury Flour Mills Co., and others to have the Wyoming Valley Co-Operative Ass'n. of Wilkes-Barre, Pa., adjudged a bankrupt. The court dismissed the petition and ordered the costs paid by the petitioning creditors.

ACCURATE TEST OF SPECIFIC GRAVITY OF GRAIN.

Grain dealers and millers from time immemorial having found the test weight per bushel to be the real guide to the milling value of wheat, the U. S. Department of Agriculture has sought to make a further refinement of the same test by a determination of specific gravity.

In order to determine the specific gravity of wheat, it is necessary to employ a picnometer of the general character shown in the engraving. The ground-in thermometer is of decided advantage in making all determinations at the same temperature—20 degrees centigrade. The capillary side tube serves as a convenient overflow when the bottle is filled at a temperature below 20 degrees centigrade. The small cap is used to cover the side tube when the thermometer registers 20 degrees and to hold that which passes up

the tube as the contents of the bottle reach the room temperature. In addition to the picnometer, it is necessary to have an accurate analytical balance or scale and an aspirator or vacuum pump.

To make the specific gravity determination a liquid known to chemists as toluene or toluol has been found to serve the purpose most satisfactorily. Toluol has a relatively low specific gravity. It has a low surface tension, enabling it to flow in thin sheets and it also has a comparatively high boiling point, insuring not too high volatility. Again it has those properties that will not change materially on exposure to the atmosphere and a non-solvent action on the wheat kernel. Toluol is also desirable as it will not mix with water and is practically non-explosive.

After the capacity of the picnometer has been learned by weighing when empty, and likewise when filled with distilled water at 20 degrees C., the specific gravity of the toluol is ascertained in the usual way by comparing the weight of toluol which the bottle holds with the weight of the distilled water at the same temperature.

Weight of water : weight of toluol : : 1.0000 : X. X is the unknown quantity and refers in this case to the specific gravity of toluol. Each lot of the toluol must be tested, as its specific gravity varies.

We are now ready to determine the specific gravity of the wheat. Take 10 grams of the cleaned wheat and place it in the picnometer with sufficient cooled toluol just to cover the wheat. Connect the picnometer with the vacuum pump and exhaust the air from the receptacle. When no more bubbles rise, the picnometer is disconnected from the pump and completely filled with toluol cooled to about 18 degrees C. The temperature of the bottle and its contents is then allowed to rise gradually to exactly 20 degrees.

As the temperature rises, the fluid in the bottle will expand slightly and overflow. Wipe off the end of the capillary tube, set the overflow cap firmly in place and weigh the picnometer and its contents on the scale mentioned previously.

The result is according to the following formula:

$$\text{S. G. of Wheat} = \frac{\text{Specific gravity of toluol} \times \text{Weight of wheat}}{\text{Weight of toluol displaced by the wheat.}}$$

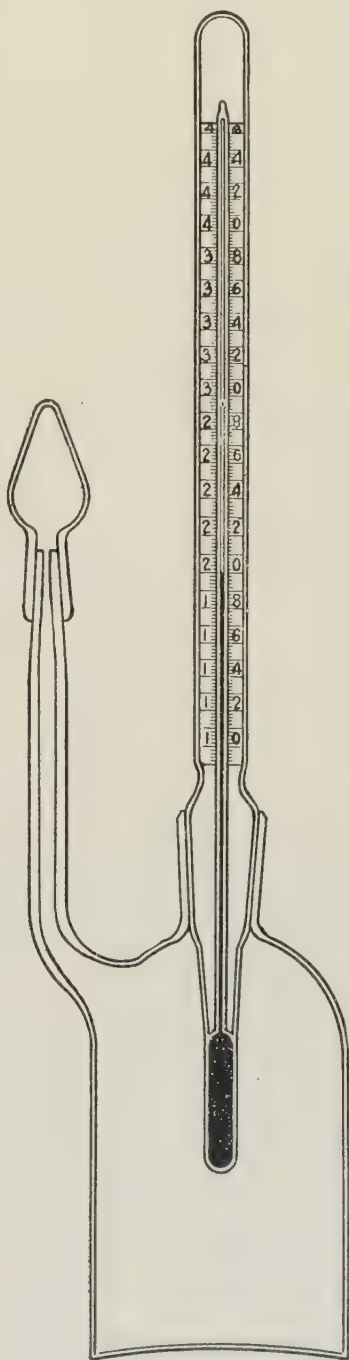
To illustrate, if the weight of the picnometer containing toluol and 10 grams of wheat is 87.2697 grams and the weight of the picnometer containing toluol alone is 83.4461 grams, then subtract the latter figure from the former and the result is 3.8236 grams. Subtracting the result just obtained from 10—the weight of the wheat—gives 6.1764, which is the weight in grams of the toluol displaced by 10 grams of wheat. Substitute in the formula given above as follows:

$$0.8667 \times 10 = 1.4032 \text{ specific gravity of } 6.1764$$

the sample of wheat.

This method of determining specific gravity is described in Circular No. 99 of the Bureau of Plant Industry by C. H. Bailey and L. M. Thomas, just issued; and the results of comparisons of specific gravity with milling value are being compiled by the Bureau for publication in a later circular.

The Grain Growers Grain Co., Winnipeg, Man., is understood to be launching a plan to carry on a general trading business, distributing machinery and merchandise to the farmers.



The Picnometer Used in Specific Gravity Determinations.

Seeds

The L. L. Olds Seed Co., Madison, Wis., will build a \$50,000 seed warehouse this fall.

Geo. L. Pfeifer, Arcola, Ill., has recently installed new machinery in his seed cleaning plant.

The Olson Seed Co., Moorehead, Minn., has installed a Hess Drier for the handling of ear corn.

The Iowa Seed Co., Des Moines, Ia., has purchased the Des Moines Seed Co. The Des Moines Seed Co.'s plant will be the east side headquarters for the Iowa Seed Co.

The Dakota Improved Seed Co., of Mitchell, S. D., has made plans for the erection of a new seed warehouse and will install the best systems of drying and handling seed corn.

Duluth received 117,637 bus. of flaxseed and shipped 245,920 bus. during August, compared with 14,341 bus. received and 148,481 bus. shipped in August, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

Ainsworth & Sons, Mason City, Ill., are erecting four story 20x30 feet addition to their seed corn establishment. The first floor of the new building will be used as a work room, while the three upper floors will be used for storage.

The Franklin Plant Farm, Inc., Norfolk, Va., has been incorporated with capital stock of \$10,000. The incorporators are A. C. Dillingham, Frank Brunton and R. R. Hicks, all of Norfolk. The company will engage in the general real estate, farm and seed business.

Do not load seed with grain. It causes delay at destination and does not save any freight. Be careful about accepting bids unless you have the identical seed. It might lead to trouble. Take your samples from both ends and the center of each bag.—C. A. King & Co.

Barstow, Texas.—The irrigated alfalfa fields in the Pecos Valley around Barstow, reputed to be among the finest in the world, have produced crops of alfalfa and alfalfa seed this season. The seeds are strictly fancy and are bringing a premium on all markets they have reached.—Reinhardt & Co.

The Marshalltown Seed Co. has been incorporated at Marshalltown, Ia., with a capital stock of \$10,000. The company will engage in the field and garden seed business at Marshalltown, beginning Sept. 15. The incorporators are T. C. Cartwright, Fred S. Hynds and F. G. Pierce, who are also the directors.

Charles Dickinson of the Albert Dickinson Co. lost \$500 Sept. 7, on his way to pay off the mechanics working on the reconstruction of the Chicago monoplane, intended for the contest for the Gordon-Bennett trophy Sept. 9. Mr. Dickinson has supplied most of the \$20,000 needed for the reconstruction of the swift racing aeroplane.

An unusual crop of timothy seed will be harvested in Missouri, according to the September crop report of that state. It is heaviest in the northeast, central and northwestern parts of the state. The yield is estimated at 118% as compared with the average year. The clover seed crop is light, being placed at 59.2 %. Flax will yield 7 bus. to the acre.

The condition of clover seed in Michigan as reported by Frederick C. Martindale, sec'y of state, is 79%. In the southern counties the condition is rated at 78 %; in the northern and central counties, 81%, and 96% in the Upper Peninsula. The condition a year ago was 64 in the state and central counties, 66 in the northern counties, 62 in the southern counties and 88 in the Upper Peninsula.

Receipts of flaxseed at Cincinnati during August amounted to 117 bus., clover seed 1,251 bags of 100 lbs. each, timothy 2,492 bags of 100 lbs., and other seeds 7,377 bags. No shipments of flaxseed were made out of Cincinnati during August, but clover shipments aggregated 1,216 bags of 100 lbs. each, timothy 864 bags and other seeds 5,923 bags, as reported by W. C. Culkins, sec'y Chamber of Commerce.

Timothy seed receipts have seen the maximum at Toledo, O. They have been large. Wet weather has hurt the quality. Farmers are hoarding. The low price does not please them. It has attracted large foreign demand. Consumption will be much larger than last year. Eastern demand should continue good in September. There may be a lull later unless dealers anticipate their spring wants. Some wise leaders are still long at somewhat higher prices. Buy when the bears are gay. Don't expect any famine prices like last season. Be satisfied with moderate bulges.—C. A. King & Co.

Milwaukee receipts of clover seed during August were 12,525 lbs., compared with 323,435 lbs., in August, 1911. Shipments totalled 36,980 lbs. in August against 164,670 lbs. in August, 1911. No receipts or shipments of timothy seed were made during August. Altho the receipts in August, 1911, were 309,290 lbs., no shipments were made in that month a year ago. Flaxseed receipts were 39,600 bus., with none in the corresponding month of 1911. No shipments were made in August this year or last, as reported by H. A. Plumb, sec'y of the Milwaukee Chamber of Commerce.

Toledo receipts of clover seed during August, 1912, were 590 bags, compared with 2,713 bags in same month preceding year. Alsike seed receipts were 1,145 bags in August of this year, against 1,589 bags in the same month last year. Timothy seed receipts were 14,583 bags in August, 1912, against 14,280 in August, 1911. Toledo shipments of clover seed during August totaled 509 bags, compared with 1,010 bags in August, 1911. Shipments of alsike seed were 394 bags in August this year. No shipments a year ago. Shipments of timothy seed, 8,759 bags last month, as against 8,453 bags in the corresponding period of 1911.

Imports of seeds during the 12 months prior to July 1 included 38,551,137 lbs. of clover seed, 24,072,821 lbs. other grass seeds, 957,986 bus. castor beans and 6,841,806 bus. flaxseed; against 25,357,826 lbs. clover seed (other grass seeds not reported), 745,035 bus. castor beans and 10,499,227 bus. flaxseed during the preceding year. Exports of seeds from the United States during the 12 months prior to July 1, 1912, have been 1,874,682 lbs. clover seed, 4,354,556 lbs. timothy seed, other grass seeds valued at \$534,578 and 4,323 bus. flaxseed; against 4,359,167 lbs. clover seed, 9,307,428 lbs. timothy seed, other grass seeds valued at \$334,169 and 976 bus. flaxseed during the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Three Rochester, N. Y., seed firms consolidated Aug. 19, when James Vick's Sons, the Vick & Hill Co. and the Vick Seed Co. united under one directorate. The name of the new company will be Vick & Dildine Co. The officials of the company are: Pres., Fred W. Vick; vice pres., Dr. H. W. Allen; sec'y, H. F. Remington; treas. and general manager, W. H. Dildine.

Receipts of kafir corn at Kansas City during August of this year were 37,500 bus., compared with 41,964 bus. the same month a year ago. Flaxseed receipts totaled 3,000 bus. in August, 1912, as against 7,000 in August, 1911. The shipments of kafir corn during the month of August from Kansas City amounted to 47,321 bus., compared with 19,642 a year ago. No flax was shipped out of the market in August this year, altho in 1911 the shipments of flax totaled 2,000 bus., as reported by E. D. Bigelow, sec'y Kansas City Board of Trade.

Chicago received during the week ending Sept. 7, 162,600 lbs. of timothy seed, no clover seed, 83,200 lbs. of all other grass seeds and no flaxseed; compared with 118,800 lbs. of timothy seed, 10,100 lbs. of clover seed, 120,000 lbs. of all other grass seeds and no flaxseed received in the corresponding week of last year. Shipments for the week included 157,600 lbs. of timothy seed, 200 lbs. of clover seed, 28,500 lbs. of all other grass seeds and no flaxseed; against 240,000 lbs. timothy seed, 30,400 lbs. clover seed, 27,200 lbs. of other grass seeds and no flaxseed shipped in the same week last year.

From the Seed Trade.

Seattle, Wash.—The clover seed crop of this section is about the same as last year. Acreage is normal and there is going to be a fair yield. The acreage of timothy seed in this section is much larger than it has been before and there will be a fair, tho not large, yield per acre.—The Chas. H. Lilly Co.

Alexandria, Va.—Northern Virginia will have a good crop of orchard grass, tho not very clean. We will also have a full crop of clover seed but not very clean, having many weeds in it. There will not be enough, however, to supply the home demand.—W. H. May & Son.

Decorah, Ia.—Red and mammoth clover promise a small crop. A large part of it was winter killed and the weather has been too wet to fill. Timothy is yielding fairly well, considering that most of it was harvested from old meadows. High prices for the past two years and an abundance of hay has resulted in farmers leaving as much timothy for seed as possible. Recent continuous rains have darkened it and swollen the seed, making it almost impossible to clean without heavy loss entailed over seed.—The Adams Seed Co.

France will examine its wheat supply thru a commission recently created by the French Minister of Commerce and Industry. The commission will investigate the questions relative to the supplies of wheat and flour in the French markets, of which Havre is one of the foremost.

Estimates of the grain production of the 73 provinces in Russia as reported to the U. S. Dep't. of Agriculture by the Internat'l. Institute of Agriculture at Rome, Italy, are as follows: Wheat, 749-947,000 bus.; rye, 984,728,000 bus.; barley, 458,183,000 bus.; oats, 1,032,605,000 bus.; corn 61,908,000 bus.

How to Detect Adulteration of Vetch Seed.

The Sec. of Agriculture Aug. 29 issued a warning to prospective purchasers of hairy vetch seed against certain lots of low grade which are now being offered by wholesalers to the smaller dealers.

Among recent importations from Europe there are a number of seed of low quality, containing from fifteen to eighty per cent of hairy vetch seed, the balance being made up either of cultivated forms of spring vetch, which are not hardy in the Northern States, or of various species of wild vetches, of doubtful value for agricultural purposes.

The price of hairy vetch seed is higher this year than in any previous year, due largely to the increasing demand for this seed as the advantages of hairy vetch as a winter cover crop are becoming known. With the present high price of seed it is especially important that persons wishing to sow hairy vetch should obtain only pure seed, as the money paid for poor seed is wasted and a failure of the crop is sure to follow its use.

The seed of hairy vetch is spherical, varying from $\frac{3}{32}$ to $\frac{5}{32}$ of an inch in diameter, with an average diameter of approximately $\frac{1}{4}$ of an inch.

The seeds of most of the other vetches are more or less irregular in form, being lens shaped or flattened at the ends where they were crowded together in the pod. They vary in size, some being smaller and others larger than hairy vetch. By spreading a small quantity of the mixed seed thinly on a piece of cardboard or other smooth surface, and tilting it slightly with a gentle shaking motion, the hairy vetch seeds, which are spherical, will roll off leaving behind most of the seeds which are used as adulterants.

Hairy vetch seed is dull grayish-black with a greenish tinge when the seed is fresh, altho this greenish tinge is not

present in imported seed which is usually at least one year old when it is offered for sale in this country.

The seeds of the other vetches found mixed with hairy vetch seed vary greatly in color, some being light gray mottled with brown and black, some uniformly brown, and others glossier and blacker than hairy vetch.

The color of the crushed seeds is also an indication of the presence or absence of adulterants. The crushed seed of hairy vetch is a bright lemon-yellow in color.

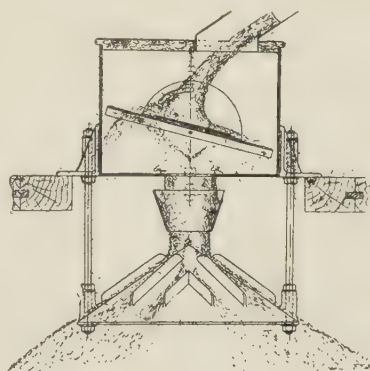
The seeds which are used as adulterants of hairy vetch seed for the most part vary in color from a dark fawn to a reddish-orange or salmon color. If a small amount of seed is crushed the presence of any other color than bright lemon-yellow indicates the seed is adulterated.

If the seed is not spherical it is not hairy vetch.

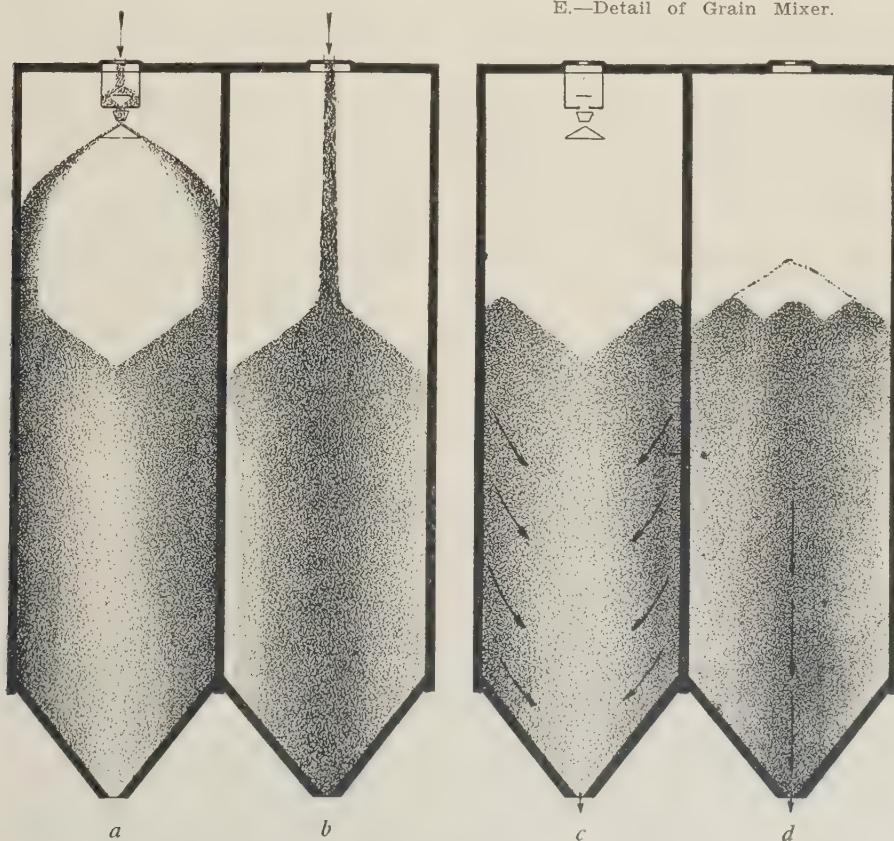
If the seed is not uniformly a grayish-black color with a greenish tinge in fresh seed it is not hairy vetch.

If the inside of the broken seeds is not lemon color it is not hairy vetch.

Suspected samples should be submitted



E.—Detail of Grain Mixer.



Disposition of Grain as it Enters and as it Leaves the Bin.

to the nearest state experiment station or seed testing laboratory for critical examination. Further information will be found in the following forthcoming publications: Bureau of Plant Industry Circular 102, "Production of Hairy Vetch Seed," and Farmers Bulletin 515, "Vetches."

BINNING LIGHT AND HEAVY Grain in Even Mixture.

An invention which is calculated to bring about an even mixture of different lots of grain of unequal specific gravity, as it is loaded into the elevator bin and subsequently unloaded for shipment, is the "feed cone". The inventor of the apparatus, illustrated in the engravings is Thomas Pottinger of Edinburgh, Scotland.

When grain is run into a bin, at a point above its center, it is a well known fact that the wheat gravitates, the heaviest to the center and the lightest to the sides of the bin. The result is that when the grain is discharged from the bin, the heavy grains are drawn off first and the lighter ones last. The feed cone causes exactly the reverse. The apparatus grades the wheat so that the heaviest falls to the outside and the lightest to the center. The illustrations show the position of the light weight and heavy grain with the apparatus and without it. In bin *b* the engraving shows the heavy grain down thru the center of bin, which has been filled in the usual way. Bin *a* is shown as filled by the apparatus in use throwing the heavy grain to the walls. Bin *d* is shown as discharging the heavy grain first, while bin *c* discharges a uniform mixture.

At *e* in the engraving is shown the bin filling device in detail. It hangs by a flange to the opening in top of bin, and is in two parts, the upper part receiving the grain from the spout on an inclined adjustable plate around the edges of which the grain falls and drops centrally upon several diverging small spouts directing the flow outward to the walls of the bin.

Tests that have been taken at 4 levels of grain in bins filled by means of the feed cone show a variation of only three quarters of a pound in a bin 41 feet deep, whereas without the cone there is a variation of as much as $8\frac{1}{2}$ pounds to the bushel.

A projected new railroad in Argentine Republic will open up a rich grain territory. It is the intention of the capitalists behind the project to establish a line of grain elevators in connection.

A mysterious disease has killed 4,000 horses valued at \$500,000 in western Kansas. Forty veterinarians, employed by the state and the Kansas Agricultural College have failed to locate the cause of the epidemic. Whether the disease is due to feed or water has not been determined.

"LEAKING IN TRANSIT" reports are more numerous in this number than for months, due to the watchful eyes of our readers and the large movement of grain. Reporters of leaking cars have helped many grain shippers to evidence which made possible the collection for their loss, and incidentally they have assisted in encouraging railroad companies to provide better equipment for the transportation of grain, so that shippers are rewarded in various ways for reporting cars they see leaking in transit.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The hay warehouse of the T. H. Bunch Co. burned Aug. 30; loss \$20,000, fully insured.

Little Rock, Ark.—G. F. Williams, chairman of the Grain Com'te of the Board of Trade, after a conference with C. E. Perkins, gen. freight agt. of the Mo. Pac. I. M. Ry. Co., held Aug. 21, said: "This was the first and only friendly conference ever held between merchants and Iron Mountain freight traffic officials. A desire was manifest on the part of Mr. Perkins to build up Little Rock as a grain market. A friendly willingness was noticed to have certain restrictions referred to the Interstate Commerce Commission for modification. Mr. Perkins held that under the Interstate Commerce Commission a railroad cannot give better rates to Little Rock on mixed feeds, on account of there being no arrangement for the satisfactory adjustment of rates, and that at the close of each business day all unused tonnage must be canceled. He also ruled that shippers will not be required to make reference on the face of outbound Bs/L to inbound moves, that primary markets using milling-in-transit would have to keep records same as local dealers. Regarding rice in mill feed, he ruled that any feed containing more than 20% would not be subject to transit privileges, and where it contained less than 20% of by-products the percentage of these products would be billed as non-transit stuff, applying carload rates, transit point to destination, instead of less than carload rates, as heretofore."

CALIFORNIA.

Turlock, Cal.—Mrs. Hazleton Granger of this city is making an extensive eastern tour in the hope of inducing eastern capitalists to co-operate with San Joaquin capital in financing a \$50,000 alfalfa meal mill at this point.

Receipts of grain at San Francisco during August included 7,307 cwt. of wheat, 27,453 of barley, 2,148 of oats, 726 of corn, 759 of bran and 23,963 bags of beans; compared with 9,011 cwt. of wheat, 50,112 of barley, 2,507 of oats, 618 of corn, 1,651 of bran and 30,834 sacks of beans received during August, 1911.—Henry C. Bunker, chief inspector, Grain Trade Ass'n, Chamber of Commerce.

San Francisco, Cal.—Daniel Cutter, a pioneer grain merchant of this city, was found dead in the bathroom of his country home at Hayward, Aug. 31, death having been caused by a ruptured artery. Mr. Cutter who was 76 years old, was a member of Cutter & Co. and had been in the grain business in this city for the last 50 years. He is survived by his widow and one son who is also in the grain business.

CANADA.

Sintaluta, Sask.—J. M. Hastings has bot the elvtr. of the Winnipeg Elvtr. Co., Ltd.

Shoal Lake, Man.—C. L. Gordon will increase the capacity of his elvtr. to 50,000 bus.

Ogema, Sask.—J. A. McBride of Weyburn will build two elvtrs. here, according to report.

Winnipeg, Can.—Rush Prosser, who has been weighmaster at Elvtr. F. of the Northern Elvtr. Co. at Winona, Minn., will have charge of an elvtr. here.

Winnipeg, Man.—D. K. Mills, formerly sec'y and sales mgr. of the Grain Growers Grain Co., has entered the grain trade with A. M. Blackburn as a partner.

Horizon Siding, Viceroy P. O., Sask.—We are just getting ready to build a 30,000-bu. elvtr. here.—Lee & Gingery Co., per L. W. Gingery, Sauk Center, Minn.

Viceroy, Sask.—I have decided to step out of the grain business, the Farmers Grain Co. of Wauchope, having gone out of business, and all holdings sold.—F. M. Goggin.

Saskatoon, Sask.—Ole E. Brand of Dawson, formerly with the Minneapolis & Northern Elvtr. Co., has accepted the position of mgr. for the British-American Elvtr. Co.

Cardston, Alta.—I have moved here from Dresden, N. D., where I was with the National Elvtr. Co., having accepted a position with the Alberta Pacific Elvtr. Co.—T. H. Kavanagh.

Fort William, Ont.—The Board of Grain Commissioners will hold a session Sept. 13 to consider the application of the Dominion Millers Ass'n of Toronto for a reduction of rates for elevation and storage of grain at terminal markets.

Winnipeg, Man.—S. P. Clark of the Northern Elvtr. Co. has succeeded J. D. O'Brien in the firm of O'Brien & Martin. Mr. O'Brien retiring. The new firm will operate as Clark & Martin. Mr. Clark was at one time pres. of the Grain Exchange and will continue to hold his interests in the Northern Elvtr. Co.

Toronto, Ont.—The report of the grain buying dept. of the Dominion Millers Ass'n, as given at the recent annual meeting held here Aug. 29, shows that the ass'n has handled 2,500,000 bus. of cash grain for the members during the year and that its total commission earnings reached \$13,000, the largest amount in the history of the dept.

Winnipeg, Man.—The first car of new wheat to reach this market was inspected Aug. 21, grading No. 2 red winter, and was consigned to the Grain Growers Grain Co. from Taber, Alta. Last year the first wheat consisted of three cars from Morden, Winkler and Plum Coulee, Man., being spring wheat and arriving on Aug. 24.

Fort William, Ont.—The new grain exchange is to have a building of concrete construction, 6 stories high, with a foundation strong enough for a 10-story building. A com'te consisting of Maj. E. R. Wayland and J. H. Perry has been visiting in Winnipeg, Minneapolis and Chicago to inspect the exchanges there and perfect the plans for an up-to-date building.

Fort William, Ont.—The floating drier Helena of the Armour Grain Co. has been in operation at this port for a little over a month and has been the means of saving over 1,000,000 bus. of grain. The steamer drier will remain here for another month, as there is a large supply of damaged grain in the yards at present and 3,000,000 bus. more on the way, all of which will have to be treated.

Calgary, Alta.—The immediate establishment of terminal government-owned elvtrs. on the Pacific coast to handle grain shipments from the interior via the Pacific, after the opening of the Panama Canal, was urged at a meeting Aug. 26 of a com'te from the United Farmers of Alberta and representatives from the Board of Trade, before the grain commission. Among the questions brot up was that of making Calgary a routing point for grain shipments. This latter concession would allow shipments to be held in this city 24 hours and then routed either to the coast or to any point in Canada that offers a market. Under present arrangements penalty attaches for stopping grain in transit, all consignments being direct to Fort William, Port Arthur or Vancouver.

Winnipeg, Man.—Wm. Hunter, formerly with Nye, Jenks & Co. of Minneapolis, is now mgr. for the Hallet & Carey Co. of Duluth, a branch grain commission office having been opened in this city.

Nevill, Sask.—A. R. Marquardt, buyer for the Northwestern Elvtr. Co., Hamilton, N. D., was married to Miss Ethel Rogers, Sept. 3 at Crystal, and will make his home here as he is now connected with the Central Grain Co. at this station.—E. J. Willson, Hamilton, N. D.

Calgary, Alta.—A company composed of Sir Max Aitken, and English associates, and R. B. Bennett of Canada, has bot over 80 elvtrs. belonging to the Alberta Pacific Elvtr. Co., the West Coast Grain Co., Ltd., and the terminals of the Globe Elvtr. Co., having a total capacity of 3,000,000 bus. The largest elvtr. is that of the Globe Elvtr. Co. here, which has a capacity of 400,000 bus. All of the elvtrs. are in Alberta except the Alberta Pacific Elvtr. at Maple Creek, Sask. The purchasers will by a vigorous campaign of construction endeavor to concentrate in this city, so far as possible, the west-bound grain business that will be opened by the Panama Canal. The deal means, first of all, the beginning of a definite and well-planned movement to make this city the grain shipping center of Western Canada. It means that Calgary is destined to occupy the same sphere of relative importance in the western district of the grain-growing provinces that Winnipeg occupies in the east.

IDAHO.

Idaho Falls, Ida.—Nils Hoff Grain & Coal Co. incorporated; capital stock \$10,000.

Rexburg, Ida.—W. O. Kay Elvtr. Co. will equip its elvtr. with a Hall Special Elvtr. Leg.

Troy, Ida.—The Farmers Union Warehouse Mfg. Co. has succeeded the Vollmer-Clearwater Grain Co.

Alexander, Ida.—The Trans Mississippi Grain Co. has installed Hall Signaling Distributors in its elvtrs. at Alexander and Arimo.

Ilo, Ida.—The Farmers & Merchants Mfg. Co. incorporated; capital stock \$25,000; incorporators J. J. Wood, E. Rohlfing, P. J. Miller and others.

Rexburg, Ida.—The W. O. Kay Elvtr. Co. is building three 60,000-bu. steel elvtrs. at Marysville, Sugar City and at this station. It is also remodeling its corn cribs here.—H. G. Ricks.

Rockland, Ida.—The firm of Morris & Houtz has just been formed, and they are building a 40,000-bu. elvtr. and warehouse at this place and have hired me to manage the plant for them.—Geo. E. Estes.

Picabo, Ida.—The elvtr. of Kilpatrick Bros. has been completed and is ready for grain. The engine room is built of concrete and is detached from the elvtr. Power is furnished by a 25-h.p. kerosene engine.

ILLINOIS.

Brookport, Ill.—The Brookport Grain Co. opened its new elvtr. July 27.

Taylor Ridge, Ill.—The elvtr. of the Farmers Elvtr. Co. is now complete.

Toluca, Ill.—The Farmers Elvtr. Co. has bot a Hall Signaling Grain Distributor.

Coal City, Ill.—Work is progressing rapidly on the elvtr. of John Trotter & Sons.

Whitaker sta., Peotone p. o., Ill.—Taylor Bros. are building a 24x36 ft. addition to their elvtr.

New Canton, Ill.—W. H. Heidloff & Co. have let contract for a new elvtr. to be completed by Oct. 15.

Sheffield, Ill.—The Farmers Elvtr. Co. has let contract to the Newell Constr. Co. for a 50,000-bu. elvtr.

Peoria, Ill.—Sidney C. Tripp and Mrs. Lillian B. Crooks obtained a marriage license in Chicago, Sept. 4, and are that to have been married there. Mr. Tripp is well known on the Board of Trade.

Buda, Ill.—Farmers Elvtr. Co. incorporated; capital stock \$5,000; incorporators T. A. Zink, S. H. Foster and E. J. Swope.

Alva, Ill.—The Farmers Elvtr. Co. has been organized with S. R. Watson as pres., Frank E. Glazel as sec'y and F. O. Ferel as treas.

Portland, R. D. Waltonville, Ill.—An effort is being made to secure the erection of an elvtr. here. Jacob Reizner is interested.

Westervelt, Ill.—Westervelt Grain Co. incorporated; capital stock \$6,000; incorporators E. S. Combs, J. E. Dazey and A. W. Askins.

Lomax, Ill.—Home Mfg. Co. incorporated to deal in grains; capital stock \$20,000; incorporators H. G. Crane, R. W. Lomax and W. T. Crane.

Mays, Ill.—The Nanson Com. Co. of St. Louis, has let contract to the Macdonald Eng. Co. for a 60,000-bu. re-inforced concrete elvtr.

Cheneyville, Ill.—C. C. Harlan & Co. are putting a new steel roof on the elvtr., which was recently set on fire by sparks from a passing train.

Abingdon, Ill.—Albert Rogers has succeeded me as mgr. of the Piatt Grain Co. and I am not at present in the grain business.—Geo. W. Ehrenhardt.

Fairbury, Ill.—J. P. Shearer, who recently sold all of his grain interests at this station and at Weston, is making arrangements to go to Colorado to live.

Roanoke, Ill.—The power house equipment of the elvtr. of Belsey & Greuter was put out of commission a few days ago as the result of a fire in the elvtr. Sept. 2.

Meadows, Ill.—Meadows Grain & Coal Co. has been incorporated, and has taken over the business of Claudon Bros. E. N. Moschel is mgr. with E. Fritz as ass't.

Alvin, Ill.—The recently incorporated Farmers Elvtr. Co. will let contract for an elvtr. to be erected on the site of the elvtr. of C. F. Gaumer, which burned last year.

Rossville, Ill.—The Rossville Grain & Coal Co. has succeeded Geo. L. Merritt & Co., that firm being out of business. The new firm is composed of L. W. Singleton and myself.—Geo. L. Merritt.

London Mills, Ill.—At a meeting of the farmers of this vicinity Aug. 31, Walter Leigh was elected sec'y of the prospective Farmers Elvtr. Co. Com'ites were appointed to solicit shares and secure a site for an elvtr.

Rutland, Ill.—Clem L. Foucht has bot out the interests of his partner, F. Z. Ames, in the firm of Ames & Foucht, and has also bot the elvtr. of Geo. A. Sauer, Sons & Co. and will operate both elvtrs., combining the firms.

Peoria, Ill.—Maggie McInroy was arrested Aug. 29, charged by J. M. Harker with stealing oats and other grain in small quantities from loaded cars in the lower yards. She was released from custody under bond.

Arrowsmith, Ill.—I am now in charge of the elvtr. I purchased of the Farmers Elvtr. Co. Aug. 7, after having been out of the grain business since I sold my elvtrs. at Chenoa and Ballard in July, 1911.—F. L. Warner.

Fairview, Ill.—The question of the organization of a farmers elvtr. company to build an elvtr. is being earnestly discussed in this vicinity. Several meetings have been held and the matter will be settled at an early date.

Breckenridge, Ill.—We have bot two new cleaners for our elvtrs. at this station and at Berry. R. D. Custer. We will also improve the latter elvtr. but will make our headquarters here.—W. T. Hamilton, mgr. Berry & Breckenridge Farmers Grain Co.

Roberts, Ill.—The Farmers Elvtr. Co. has rented the Smith grain sheds, having a capacity of 75,000 bus., and has nearly filled them. Work will therefore be rushed on an elvtr. to be erected on the lots just purchased in the stockyards district. J. E. Perkins is mgr. of the company.

Bone Gap, Ill.—J. H. Sims of J. H. Sims & Co. was made defendant in a suit brot by the Bank of Bone Gap, alleging that he had overdrawn his account. A settlement was effected before the evidence was heard, Sims making a payment of \$500.

Decatur, Ill.—The plant of the A. E. Staley Mfg. Co., manufacturers of starch in this city, opened Aug. 26, with a working force of 200 and 50,000 bus. of corn as a starter. More corn will be needed within ten days, but the company hopes to be able to secure it by that time.

San Jose, Ill.—The elvtr. of the Wayne Bros. Grain Co., containing 20,000 bus. of grain, burned to the ground at 5 p. m., Aug. 30. The loss is partly covered by insurance. The fire started in the top of the elvtr. from a spark of a passing C. & A. engine.

Cuba, Ill.—Cassie Bartlett, son of Matt Bartlett, part owner of the elvtr. of Bartlett & Wantel, while playing around the engine, Aug. 23, got three fingers caught in the machinery and very nearly lost them. It is thot, however, that they can be saved tho the child's hand will be badly scarred.

Ogden, Ill.—Work has started on the new elvtr. of Thos. Supple of Bloomington at this station and the building is to be finished in time to receive new corn. The old elvtr. building on the south side of the tracks will be used for oats and wheat, the two houses having a combined capacity of 125,000 bus.

Norwood, R. D. Alexis, Ill.—The elvtr. of the Ed. Mezger Co. was out of commission for a few days owing to an accident to the engine, the repairs which were ordered from Chicago proving to be the wrong parts when they arrived, and a delay of several days ensued before the right parts were shipped.

Manhattan, Ill.—Thos. Paton, a farmer in this vicinity, will build an elvtr. and corn crib on his farm, the building to be 28x50 ft., with 20-ft. posts and will have a 14-ft. driveway laid in concrete, which will also be used for the foundations. The building will have a capacity for 2,000 bus. of corn and 9,000 bus. of small grain.

Symerton, Ill.—While repairing an elvtr. leg in the elvtr. of Walsh & Brassel, Fred Mills, a carpenter, lost his balance and fell 30 ft. into a hopper, which fortunately contained a little grain, breaking his fall. His right side was badly bruised and his shoulder wrenched but he escaped serious injury. Grain dust dislodged when he began nailing some cleats to the leg blinded him and caused the fall.

Bloomington, Ill.—Having recently incorporated, on Sept. 1 we took over the office of Finley Barrell & Co. in this city and will act as their correspondent. Our offices are located in the rooms formerly occupied by them in the Livingston Bldg. We will install a complete cash grain dept. and will retain the private wire of Finley Barrell & Co. James Probasco is pres. of our company, A. B. Means, treas., and Jesse Simpson, sec'y.—McLean County Grain Co.

Pekin, Ill.—The immense iron hull, under construction for the Turner-Hudnut Co., is nearing completion and will be placed in the water within a few days. The hull is of metal construction and the first ever built on the Illinois river, is 120 ft. long, with a 24-ft. beam and with the upper woodwork will have a depth of 20 ft. Both ends are decked over for 15 ft. and it will be fitted with modern equipment, including suction unloading devices, electric motors, etc.

Kemp, Ill.—We will not build an elvtr., as reported in this column Aug. 25, as we have just purchased the elvtr. of the National Elvtr. Co. and will take possession Oct. 1.—C. Cuppy. The old elvtr. formerly owned by Mr. Cuppy, who sold it to the National Company, burned some time ago and the present house is an entirely new plant. Steve Munson is interested with Mr. Cuppy in the new elvtr., which will be managed personally by Mr. Cuppy. The price paid was \$12,500.

Rutland, Ill.—The Rutland Farmers Grain & Supply Co. is installing two Hall Signaling Grain Distributors.

Shiloh, Ill.—If the Frisco Ry. Co. will build a station at this point, 120 farmers will pledge themselves to build a large elvtr. and side track, while wealthy land-owners have agreed to erect the station and the freight house in the event of the establishment of a shipping point here by the Ry. Co. The town is nine miles from a railroad station and it is believed that the railroad will grant the petition of the farmers. Geo. Deal, L. M. Babb and Hat Gaskin are interested in the project.

Cairo, Ill.—While repairing the metal siding on the elvtr. of the Halliday Elvtr. Co., 75 ft. above the ground on a swinging stage, Turner Binkley narrowly escaped serious injury. The ends of the ropes on which the platform was hung reached the ground and in some way one of them was blown by the wind against a freight car on the siding and became entangled with the truck of the car. A switch engine came along and picked up the car and Mr. Binkley's frail platform began to rock in a dangerous manner. He became excited and threw a heavy chisel at the engineer, probably to emphasize his remarks but fortunately it missed its mark. The engine was stopped and the rope untangled before any accident occurred.

Farmington, Ill.—Henry, Jr., the 11-year-old son of Henry Malcolm, Sr., while playing with a number of boys about the recently completed elvtr. of the Farmington Lumber & Grain Co., Aug. 30, escaped a horrible death by little less than a miracle. Among other up-to-date features the elvtr. has a manlift to the top of the building, and many of the boys, including young Malcolm, were curious and desired to ride. He was told how to operate the brake, all he had to do was to lift his foot from the lever to stop the elvtr., but in his excitement he pressed down on the lever, which shot the elvtr. to the top of the building and threw the ropes from the pulleys and allowed it to fall to the bottom of the 60-ft. shaft. By good luck the only injury sustained by the boy in his swift flight was a bruise and sprain to his right ankle, caused from coming in contact with a 20-lb. weight which was on the elvtr. The elvtr. is now complete and will be in operation as soon as the switch which the M. & St. L. Ry. Co. are laying is finished.

CHICAGO NOTES.

Resampling of damp oats is delaying the movement of the grain.

W. A. Werner, of Beecher, Ill., will represent the Sawers Grain Co. on the road.

E. C. Butz Grain Co. incorporated to do a grain commission business; capital stock \$50,000; incorporators Emil C., Bertha T. and Robert O. Butz.

Geo. E. Newman, after 10 years in the office of the Rosenbaum Grain Co., took to "the road" Aug. 1 as traveling representative for the same company thru the northwest.

Mrs. Susan J. Seaverns, widow of Geo. A. Seaverns, the well-known elevator operator, died Aug. 30, at the age of 74. Mrs. Seaverns was born in Chicago and as a child played in the old Fort Dearborn blockhouse.

CHICAGO CALLERS: J. W. McCord, sec'y Ohio Grain Dealers Ass'n, Columbus, O.; C. H. Johnson, Pinola, R. F. D. La Porte, Ind.; Ed. M. Richardson, Philadelphia; C. E. Metzler, Binghamton, N. Y.; M. Duffy, Morocco, Ind.

The elvtr. of the National Malting Co., containing 97,000 bus. of malt and 20,000 bus. of barley, burned to the ground, at 1 p. m., Sept. 4; loss \$175,000, fully covered by insurance. Fifty men working in the building at the time the fire started at the top of the elvtr. at the southwest end of the big structure, escaped injury. The building was a frame structure 120x165 ft. and was 120 ft. high. The elvtr. will be replaced this fall by a fireproof building. No plans have been prepared.

On Sept. 3, 2,440 cars of grain were received and inspected at this market, the previous largest number of cars inspected in one day being on May 29, 1911, when there was a corner in May and grain was being rushed for delivery on the final day.

A concrete grain elvtr. will be built by the J. J. Badenoch Co. on the site of the burned elvtr. An architect will soon be employed to prepare plans for a house of reinforced concrete of at least 250,000 bus. capacity, the foundation to be laid this fall and the superstructure to be finished in the spring.

Currency to the amount of \$14,500,000 was shipped by Chicago banks to country points during August, the excess shipments of cash being a little more than \$5,000,000. The National banks have strengthened themselves by augmenting their cash resources to \$202,081,014, a gain of \$11,974,447 during the last 10 weeks.

The net proceeds from the baseball game between the Board of Trade team and that of the Illinois Trust & Savings Bank, at the White Sox Park, Aug. 29, amounted to \$3,500, which will be used to establish the permanent camp of the Boy Scouts on White Lake, Mich. The Board of Trade was the victor by a score of 6 to 1.

Miles B. Craft, head of the M. B. Craft Co., and a pioneer member of the Board of Trade, died suddenly Sept. 4, at the age of 70 years. Mr. Craft was visiting at the time of his death at the home of his son Arthur at Greenville Junction, Me. He was well known and counted his friends in commercial and financial circles by the score. He was also known as a philanthropist and is survived by two sons.

The question of a new home for the Board of Trade has again been agitated and at a meeting of the directors, Sept. 3, the building com'tee was instructed to secure plans for a \$3,500,000 skyscraper to be erected on the site of the present building. In speaking of the matter Pres. Bunch said: It is now proposed to make the new building exclusively a Board of Trade venture. The trust company plan has been abandoned. The building is to be financed by the Board of Trade thru a bond issue, is to be 200 feet in height and will be thoroughly modern in every way.

Application for membership in the Board of Trade has been made by Raymond P. Lipe, Harold C. Sears, Philip A. Graf, Richard Williams, Jos. Z. Miller, James C. Beatty and James F. Howard. Valentine O'Grady, Arthur Meeker, Fred W. Croll and Dan A. Laughlin have been admitted to membership. The memberships of the following have been posted for transfer: Chas. B. Van Kirk, Arthur Colby, Hiram Mills, Henry Hemmelgarn, Roy M. Hitch, J. J. Cleveland and Abbot L. Mills. Memberships are selling at \$2,325 net to buyer.

A vote of members of the Board of Trade will be taken Sept. 17 on a proposition to make velvet chaff a good delivery on contracts after July 1. The amendment to the rules is expected to carry, as this variety of wheat is deliverable at Minneapolis, and should be at Chicago, if hedging transactions are to be made safe. At Minneapolis this variety became a regular delivery automatically without action by the Chamber of Commerce, when the Minnesota State Grain Inspection Dept. dropped its designation as a different grade and included it in No. 1 and No. 2 northern.

The steamer Peerless recently made a trip down the drainage canal to La Salle loaded with salt, and returned with the barge Red Wing, loaded with cement, via the old Illinois & Michigan Canal, in an effort to prove the practicability of transportation on the old and abandoned canal. The route of the old canal was followed to Lockport, where the drainage canal was entered and the voyage to Chicago continued. No serious difficulty was encountered en route. The experiment was conducted by the Chicago Portland Cement Co. at the suggestion of the La Salle Commercial Club and many Illinois Valley man-

ufacturers who are interested in the development of the inland waterways of Illinois. The test is accepted as proof of the feasibility of a plan now under way to establish a regular water route between La Salle and Chicago. Should the canal be reopened grain could be brot to this market via the water and it is believed much of the congestion existing in the railroad yards would be avoided. An average of 8 boats a day pass thru the drainage canal during August and September, and this number might be greatly increased if the old waterway were again in use. Norman D. Frazer, pres. of the cement company, said: The improvement of the Illinois and Michigan canal should receive the early and unanimous support of the legislature. The waterway, seventy-three miles in length, is practically useless in its present condition. The canal represents an investment of \$9,000,000, and the spending of a little more for its improvement would make it of some value to the commonwealth. The canal commissioners are enthused over the success of our test shipment and additional effort will be made to have the Illinois legislature appropriate \$1,000,000 for suggested improvements.

INDIANA.

Ora, Ind.—An elvtr. is being erected by the Wetherill, Garmern Grain Co.

Greentown, Ind.—Clarence Garr is interested in the organization of a farmers elvtr. company at this point.

Valparaiso, Ind.—The recently incorporated Nickle Grain Co. has bot the elvtr. of W. L. Maxwell & Co.—J. J. Overmyer, Kouts.

Evansville, Ind.—Wm. Scherffius will equip his new oats handling and storage elvtr. with cleaners, power shovels, etc., of the Nordyke & Marmon type.

Morocco, Ind.—We are building a 25,000-bu. elvtr. on the C. I. & S. R. R. with all the facilities for the quick handling of grain.—B. L. Archibold, mgr. Mike Duffy.

Columbus, Ind.—The big elvtr. of Schaeffer & Schwartzkopf was saved from destruction by fire Aug. 29, a passerby discovering a blaze in a pile of cobs in the engine room.

Rockport, Ind.—We will install a corn sheller. We are also contemplating the installation of some kind of a tramway or conveyor to handle river shipments.—Hougland & Hardy.

Columbia City, Ind.—The Columbia Equity Exchange incorporated, to buy and sell farm products, and to erect warehouses and elvtrs. along the Penna. and Vandalia lines. Capital stock \$10,000; incorporators Thomas Lines and others.

Pinola, R. F. D. La Porte, Ind.—My elvtr., containing 2,000 bus. of grain, burned recently. Loss \$7,000; no insurance. The fire started in the boiler room while the engineer was getting up steam. I will rebuild this fall.—C. H. Johnson.

Kimmell, Ind.—Scoopers loaded out car B. & O. 64394 and car C. H. & D. 12431 containing oats consigned to Pittsburgh and Baltimore. Both of these cars being loaded with wet oats. We are the only regular dealers at this station.—Stiefel & Levy.

Freeland Park, Ind.—The grain business of Wilbert Hawkins has been transferred by trust deed to the control of W. W. Evans, on account of the continued ill health of Mr. Hawkins. The property consists of an elvtr. at this station, one at Free, two at Fowler and one at Halleck.

Indianapolis received during the crop year ending Aug. 1, 5,517,000 bus. of oats and 18,400 bus. of barley; compared with 8,025,000 bus. of oats and 95,000 bus. of barley received in the corresponding period of 1911. Shipments included 2,099,300 bus. of oats and no barley; compared with 2,707,500 bus. of oats and 98,000 bus. of barley shipped during the crop year ending Aug. 1, 1911.—W. H. Howard, sec'y Board of Trade.

IOWA.

Granger, Ia.—The Farmers Grain Co., incorporated; capital stock \$10,000.

Vining, Ia.—Charles E. Hrabak, the progressive grain man, was married last week.

Arthur, Ia.—The Shotwell Mfg. Co. will build an elvtr. at this station during the fall.

Rolfe, Ia.—The Updike Grain Co. has purchased a Hall Signaling Grain Distributor.

Dickens, Ia.—I have bot an elvtr. here and will enter the grain business.—C. M. Varney.

Wesley, Ia.—Wm. T. Fish has succeeded A. L. Klienpeter as mgr. of the Farmers Co-op. Society.

Lidderdale, Ia.—The Hynes Grain Co. will install a Hall Signaling Grain Distributor in its elvtr.

Rockwell City, Ia.—I am now mgr. of the Farmers Elvtr. Co., taking the position Sept. 1.—L. R. Irons.

Cedar Rapids, Ia.—The addition to the plant of the Quaker Oats Co. will consist of 40 tile storage tanks.

Hampton, Ia.—The Farmers Elvtr. Co. have let contract for an elvtr. to replace the one burned Aug. 12.

Clutier, Ia.—I am now operating the elvtr. for the Independent Grain & Lbr. Co. at this station.—L. J. Wellik.

Dumont, Ia.—The elvtr. of the Farmers Elvtr. Co. is nearing completion and will be ready for grain Sept. 10.

Cedar Rapids, Ia.—The Cedar Rapids Grain Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

New Albin, Ia.—Wm. Balentine has bot the elvtr. of J. W. Irons, recently operated by Robinson & Rippey.

Plainfield, Ia.—J. Roach Sons have let contract to the Newell Constr. Co. for a 25,000-bu. strictly modern elvtr.

Greenfield, Ia.—Joe Johnson has bot the interest of Geo. Van Camp in the firm of Walsworth & Van Camp, grain dealers.

Moneta, Ia.—Chas. Betts of Hartley has built an elvtr. and is waiting for the machinery to arrive.—F. W. Roberts, Everly.

Dayton, Ia.—The Farmers Elvtr. Co., having closed a very successful year, will build an elvtr. on the M. & St. L. R. R., 3½ miles south of here.

Dana, Ia.—D. Mulligan of Jefferson has bot the elvtr. site of the Western Elvtr. Co., whose house burned July 25, and will build an elvtr.

Aurelia, Ia.—The elvtr. of A. Fraser is being repaired, new belts, cups and pulleys being installed. The capacity of the elvtr. has been doubled.

McNally sta., Hawarden p. o., Ia.—The elvtr. of the Farmers Elvtr. Co. is nearly finished and will be ready to handle grain by the middle of the month.

Oakville, Ia.—The Davenport Elvtr. Co. of Davenport has let contract to the Newell Constr. Co. for a 25,000-bu. elvtr. and sheller plant at this place.

Keokuk, Ia.—The Purity Oats Co. is the new name of the American Rice & Cereal Co. The capacity of the plant has been doubled, new mill having been erected.

Panora, Ia.—The farmers of this vicinity have been successful in their efforts to secure stock enough to build an elvtr. and the contract will be let at an early date.

Garwin, Ia.—I am located here instead of at Toledo, as reported in this column Aug. 25. I will build an elvtr. and coal shed, having let contract to the Newell Constr. Co.—J. A. Beery.

Bagley, Ia.—While working on a scaffolding at the top of the elvtr. of the Farmers Elvtr. Co., Clifton B. Plumb, 22 years old, was pitched to the ground by the breaking of a board. The fall of 55 ft. bruised him considerably and his head and chest were hurt, but it is not thot that his injuries are serious.

Bouton, Ia.—The Farmers Co-op. Grain Co. incorporated; capital stock \$20,000.

Linn Grove, Ia.—We have repaired our elvtr., shingling the roof and putting in a new cement foundation. We also installed an elvtr. belt and now have a capacity of 60,000 bus.—Jas. Morris, agt. Western Elvtr. Co.

Donnan, Ia.—Geo. Holmes is building a 22x22-ft., 8,000-bu. elvtr., 20 ft. to the plate with a 12-ft. cupola, the driveway being 10 ft. A 32x52-ft. cement warehouse will be added to the plant. The latest machinery will be installed.

Burlington, Ia.—The negotiations between the Armour Grain Co. and the C. B. & Q. Ry. Co. have resulted in the leasing of the 1,000,000-bu. railroad elvtr. to the grain company. For a number of years the big house has been used for the storage of cement and a thoro overhauling will be necessary to put it in condition for grain. J. W. Weeks is in charge of the plant and expects to have it in running order at an early date.

Cedar Rapids, Ia.—While the elvtr. of the Jackson Grain Co. was still burning, Aug. 23, E. J. Wood, sec'y of the company, and Chas. Minor were making arrangements to continue to buy grain, establishing temporary headquarters and storing the grain in the feed sheds of J. P. Roe. The company owns 11 elvtrs. in outlying districts and will for the present load directly from wagon to car, shipping to its other houses. Mr. Wood is of the opinion that the elvtr. will be rebuilt but nothing definite will be done until I. E. Jackson, pres. of the company, who is out of the city, returns. If a new elvtr. is built, it will be erected on another site, as the old site owned by the grain company is considered too valuable for an elvtr. and cheaper ground can be bot.

KANSAS.

Sterling, Kan.—C. E. Fair has bot the elvtr. of the Kansas Grain Co.

Ramona, Kan.—We have succeeded J. S. Strickler & Co.—Strickler & Musick.

Rush Center, Kan.—The Rush Center Coal, Grain & Live Stock Ass'n has installed a Hall Special Elvtr. Leg in its elvtr.

South Haven, Kan.—Wm. B. Hicks has gone away and has been succeeded by the Aetna Mfg. Co. of Wellington.—Chas. E. Miller.

Kellogg sta., Oxford p. o., Kan.—The elvtr. of the Baden-Vilm Mfg. Co. is being remodeled and new machinery will be installed.

Wellington, Kan.—The Wellington Mill & Elvtr. Co. has built a reinforced concrete elvtr., equipping it with up-to-date machinery.

Long Island, Kan.—H. Q. Banta, prop. of the Oberlin Roller Mills, has leased the elvtr. of the F. C. Kellogg estate. I am mgr.—B. R. Holderman.

Bloom, Kan.—The recently organized Southwest Grain Co. of Stafford is working on an elvtr. at this station and will build also at Bucklin and Minneola.

Offerle, Kan.—The Rock Grain Co. has rebuilt its elvtr. burned July 15, putting up a 20,000-bu. house. The new elvtr. was opened Aug. 26 and I am in charge.—Thos. Darcey, mgr.

St. John, Kan.—The recently organized Farmers Grain & Coal Co. bot the elvtr. of the Stafford County Grain Co. at sheriff's sale. A. C. Bowker is pres. of the company, James Fitzgerald, vice-pres., J. D. Asher, sec'y, J. L. Neil, treas., and Geo. R. Cooper, mgr.

Manhattan, Kan.—L. A. Fritz of the milling industry dept. of the state Exp. Sta. and W. M. Jardine of the agronomy dept., have issued a preliminary list of the names and addresses of farmers of the state who have seed wheat for sale. The list gives also the county in which the farmers live, the variety of wheat, and remarks of the inspector.

Walton, Kan.—The recently organized Farmers Grain Co. is building a 12,000-bu. elvtr. 36x40 ft.

Topeka, Kan.—John Marshall, attorney for the public utilities commission, has asked that the commission compel the railroads to put in joint rates on all the commodities mentioned in the maximum freight rate law—stock, grain, grain products, hay, lime, cement, lumber, coal, brick, salt, stone and sand. Jas. H. Sherman, sec'y of the Board of Trade says: "Another round in the Kansas rate battle has been fought. The proposed new rate would give a tariff on wheat of 1c. It will insure a rate of from \$4.40 to \$6 minimum on a car of wheat or other grain added to a certain mileage rate to a two-line haul, which will cover switching, etc."

Hutchinson, Kan.—Grain dealers are preparing to resist the efforts of the state board of health in reference to adulterated grain, as specified by the recent edict of that body. Sec'y E. J. Smiley of the Kansas Grain Dealers Ass'n attended a meeting in this city Sept. 3, and will help the local grain men. Recently C. E. Forwalder, of Sterling, shipped a car of wheat to this city, which A. E. Ice, a deputy inspector of the state board of health, held up on the ground that it was adulterated. A test case will likely be made. "There isn't a threshing machine in the state that will separate the weed seed and other foreign substances from the wheat as closely as Crumline's order requires," declared Sec'y Smiley.

WICHITA LETTER.

The W. J. Anderson Grain Co. has added C. E. R. Winthrop to its working force.

The J. R. Harold Grain Co. has succeeded the Harold-Harrod Co., Mr. Harold having purchased the interests of L. H. Harold who is no longer interested in the firm.

Wichita, Kan.—We have just opened an office in this city under the management of J. T. Fleishal, with P. J. Mullin, formerly with the Empire Grain Co., in charge of the cash grain business.—The Fort Worth Elvtrs. Co., Fort Worth, Tex. The offices of the company will be those of the defunct Nevling Elvtr. Co.

Receipts of grain at Wichita during August included 2,160,000 bus. of wheat, 35,000 of corn, 36,000 of oats; compared with 1,195,700 bus. of wheat, 111,000 of corn, 94,500 of oats, received in August, 1911. Shipments for the month included 1,210,000 bus. of wheat, 22,000 of corn, 27,000 of oats; compared with 601,700 bus. of wheat, 83,000 of corn, 78,500 of oats, shipped in August, 1911.—Jas. H. Sherman, sec'y Board of Trade.

KENTUCKY.

Petersburg, Ky.—I am going into the coal business.—W. M. Duke, prop. Boone Co Mills.

Dycusburg, Ky.—The mill of Cassidy & Dewey burned July 3; was a total loss amounting to \$4,000; insured. Al Dewey has moved to Hamlettsburg. Ill.—C. H. Cassidy.

Hardinsburg, Ky.—The capital stock of the recently incorporated Hardinsburg Mill & Elvtr. Co. should have been given as \$15,000 instead of \$10,000, as stated in this column Aug. 25.

Lexington, Ky.—J. J. Haggin, prop. of the Elmendorf Farm, who has recently built an elvtr. here, has ordered a complete equipment of machinery for the house from the Nordyke & Marmon Co.

La Center, Ky.—Percy A. Jones & Co. has succeeded Graham & Jones, Mr. Graham having sold his interests to E. W. Park, of Obion, Tenn. Mr. Park will practically be a silent partner as Percy A. Jones will have active charge of the business.

LOUISVILLE LETTER.

The Kentucky Railroad Commission approved the demurrage rules as approved by the Interstate Commerce Commission, at a recent meeting in this city.

Wilton Preist of the Bingham-Hewitt Grain Co. was recently married to Miss Edna Buschmeyer.

Louisville, Ky.—W. A. Thomson has been traveling in the United Kingdom on a six weeks' pleasure trip.

Louisville, Ky.—Richard H. Menefee, who has been recuperating at Warm Springs, Va., from the effects of his injuries received in a runaway accident last spring, has fully recovered and will be back in the harness at the office the last of this month.

LOUISIANA.

NEW ORLEANS LETTER.

Country inquiries for grain are increasing. Country merchants now report that they believe buying will be heavier from next month on.

Exports of grain from New Orleans during August included 192,000 bus. of wheat, 202,808 bus. of corn, and 12,421 bus. of oats, compared with 304,666 bus. of wheat, 136,650 bus. of corn and no oats exported during August 1911. Total exports for the year ending Aug. 31, include 733,570 bus. of wheat, 4,139,956 bus. of corn and 57,177 bus. of oats; compared with 520,608 bus. of wheat, 6,771,393 bus. of corn and no oats exported during the corresponding period of 1910-11.

The war between the steamship agents and the grain exporters continues. New Orleans ocean rates are still 6 cents over those from Baltimore and Boston, via the Liverpool combination and independents are threatening to bring tramp steamers here to load with cotton and grain. The Missouri Pacific lines are bringing in an average of twenty cars per day from the Missouri river territory and storing it in the Westwego elvtrs. because liner agents will not make bookings.

MARYLAND.

Baltimore, Md.—The death of Robert Ober was announced at a meeting of the members of the Chamber of Commerce, Sept. 3, and Pres. Meyer appointed a com'te to attend the funeral.

MICHIGAN.

Memphis, Mich.—Memphis Elvtr. Co. incorporated; capital stock \$10,000.

Saginaw, Mich.—D. L. Laur is building a 15,000-bu. oats and bean elvtr.

Carney, Mich.—Henry Quistorff of Marinette is building an elvtr. at this station.

Cannonsburg, Mich.—The elvtr. of R. H. Pelton recently burned; insurance \$2,100.

Pottersville, Mich.—The Stockbridge Elvtr. Co. is increasing the capacity of its elvtr.

Twining, Mich.—The Twining Elvtr. Co. has been formed and will take over the elvtr.

West Branch, Mich.—Geo. Diebold will build an elvtr. soon as he can secure a site for the building.

Cass City, Mich.—The Farm Produce Co. has equipped its elvtr. with a Hall Signaling Grain Distributor.

Moorepark, Mich.—We have succeeded the Geo. E. Little Elvtr. Co. at this station and at Flowerfield.—Little Bros.

Burt, Mich.—Thos. McNailey, Jr., is scoopshoveling at this station. We are the only regular dealers.—Burt Elvtr. Co.

Rose City, Mich.—The Rose City Elvtr. Co. has been organized and has taken over the Rose City Elvtr. Wm. E. Borden of Bay City is mgr.

North Adams, Mich.—Scoop shovelers at this station are J. S. Blackman and H. Vandy. I am the only regular grain dealer here.—F. I. Williams.

Pinconning, Mich.—A 30x22-ft. frame warehouse of the Pinconning Elvtr. Co. burned during the night of Aug. 27. Tramps are believed responsible for the blaze, as the door of the warehouse was open. Loss, \$8,000; covered by insurance.

Perry, Mich.—Hiram Starks has bot out the interests of Joseph Plunkett in the firm of Starks & Plunkett. Mr. Plunkett retiring on account of ill health.

New Hudson, Mich.—Wm. Bumm, Chas. Shear and Herbert Richardson are scoop shoveling at this station. I am the only regular dealer here.—Lon Beach.

Detroit, Mich.—The \$2 reconignment charge on all carload freight is being resisted by the grain dealers, as grain must be held anyway for inspection, and therefore should be exempted from the charge levied on other commodities.

Hillsdale, Mich.—Frederick W. Stock of F. W. Stock & Sons, one of the oldest active millers in the state, died Aug. 27, at the age of 87. Mr. Stock has operated the mill at this station continuously for the last 43 years. It is one of the largest mills of the state.

Receipts of grain at Detroit during August included, 23,000 bus. of wheat, 158,900 of corn, 380,000 of oats, no barley and no rye; compared with 389,882 bus. of wheat, 262,540 of corn, 415,467 of oats, 2,240 of barley and 31,748 bus. of rye received in August, 1911. Shipments for the month included 11,209 bus. of wheat, 83,191 of corn, 88,419 of oats, no barley and 16,263 bus. of rye; compared with 36,520 bus. of wheat, 101,542 of corn, 73,240 of oats, no barley and 5,312 bus. of rye shipped in August, 1911.—M. S. Donovan, sec'y Board of Trade.

MINNESOTA.

Mantorville, Minn.—The Farmers Elvtr. Co. is building a new office.

Winona, Minn.—The elvtr. of the Western Elvtr. Co. is being remodeled.

Huff, Minn.—Work on the elvtr. of the Farmers Elvtr. Co. is being rushed.

Bixby, Minn.—W. N. Sheehan is now buyer for McLaughlin & O'Halloran.

Pine Island, Minn.—The Farmers Elvtr. Co. has installed a manlift in its elvtr.

Morris, Minn.—H. O. Eames has opened the elvtr.; he recently bot of Wells, Pearce & Co.

Welcome, Minn.—Ed. Bishoff has succeeded E. G. Ely as mgr. of the Western Elvtr. Co.

Argyle, Minn.—The elvtr. of the National Elvtr. Co. has been opened with Jas. Dundas in charge.

Anoka, Minn.—The elvtr. of Emery & Howard has been completed and is now receiving grain.

Wabasso, Minn.—The elvtr. of the Western Elvtr. Co. has been opened with Max Hensel as mgr.

Hills, Minn.—The elvtr. of the Benson Grain Co. has been opened with Henry Savold in charge.

Greenbush, Minn.—The elvtr. of Hansen & Barzen will be in charge of Jno. Aas for the coming year.

Renville, Minn.—The Pacific Elvtr. Co. and J. D. Sarte have bot the elvtr. of the Exchange Grain Co.

Tyler, Minn.—Farmers are organizing an elvtr. company.—J. C. Hanson, agt. Northwestern Elvtr. Co., Russell.

Hector, Minn.—The recently incorporated Farmers Grain Exchange has opened for business; Henry Koehler mgr.

Halsted, Minn.—E. S. Gullickson of Montpelier, N. D., is now agt. for the Andrews Grain Co. at this station.

Marshall, Minn.—F. Scheimo of Granite Falls has succeeded W. P. Wohlthier as mgr. of the Farmers Elvtr. Co.

Forest River, Minn.—E. M. Hoovey is sec'y and M. Miller pres. of the recently incorporated Farmers Elvtr. Co.

Breckenridge, Minn.—J. C. Schneider has been appointed manager of the newly organized Equity Elvtr. & Trading Co.

Ashereek, Minn.—The Pacific Elvtr. Co. has bot the elvtr. of John P. Coffey and will open it with H. Schlueter in charge.

Forada, Minn.—The Farmers Elvtr. Co. intends to install a new feed mill.

Warren, Minn.—We are leasing an elvtr. here and expect to put in a cleaner.—Mr. Hopwood, mgr. Pioneer Loan & Land Co.

Fairfax, Minn.—The Farmers Grain & Stock Co., incorporated; capital stock \$4,000; incorporators, E. E. Nelson and others.

Boyd, Minn.—E. P. Johnson, cashier of the State Bank, is interested in the establishment of an independent elvtr. at this station.

Hallock, Minn.—The proposed Farmers Elvtr. Co. will not materialize this year, the project having been abandoned for the present.

Foxhome, Minn.—A. H. Page has made arrangements to open the elvtr. of the Grain Producers Elvtr. Co. and is installing an engine.

Duluth, Minn.—The North Dakota Grain Co. of Fargo has opened an office in this city with P. E. Olson, pres. of the company, in charge.

Mariette, Minn.—J. B. Watson has bot the elvtr. of the F. P. Seeger Estate and will operate under the name of the J. B. Watson Grain Co.

Lansing, Minn.—The Lansing Farmers Elvtr. Co. has bot the elvtr. of the Hunting Elvtr. Co., which it has been operating under lease.

Burchard, Minn.—The Western Elvtr. Co. has remodeled its elvtr. and put in a new engine.—J. C. Hanson, agt. Northwestern Elvtr. Co., Russell.

La Sueur Center, Minn.—Fred Harris has resigned as mgr. of the Winter, Truesdell, Ames Co. and will manage an elvtr. at Braddock, N. D.

Clara City, Minn.—The Clara City Farmers Indpt. Elvtr. Co. has been making extensive improvements at its plant, including new coal sheds.

Foley, Minn.—Mr. Peters will not run the Farmers Elvtr. here, as erroneously reported in this column.—J. W. Feddema, mgr. Foley Milling & Elvtr. Co.

Downer, Minn.—The elvtr. of the Anchor Grain Co. has been opened with D. E. Lamb as agt.—Hans J. Ulrich, agt. St. Anthony & Dakota Elvtr. Co.

St. Peter, Minn.—E. J. Matteson has bot the elvtr. of F. T. Cramer, who in turn had bot it of the Plymouth Elvtr. Co. and who has been operating it.

Benson, Minn.—N. C. Johnson, formerly buyer for the Cargill Elvtr. Co. at Browns Valley, has succeeded Harry Argall as agt. of the Northwestern Elvtr. Co.

Crookston, Minn.—A. R. Jones, former mgr. of the Farmers Elvtr. Co. at St. Hilaire, is now mgr. for the Hanson & Barzen Mlg. Co. at this station.

Hector, Minn.—The recently incorporated Farmers Grain Exchange has bot the elvtr. of the Columbia Elvtr. Co. The house is now open and ready for business.

Mabel, Minn.—The Mabel Elvtr. Co. has let contract for an electric lighting system for the town, which will be installed and run with the engine at its mill.

Erdahl, Minn.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the State Elvtr. Co. for \$3,000, taking possession Aug. 20.—A. O. Alberts, mgr.

Lake City, Minn.—W. R. McConchie, formerly agt. of the Western Elvtr. Co., has bot the elvtr. of that company and will carry on the business in his own name.

Ada, Minn.—I have succeeded D. H. Fulton as agt. of the Thorpe Elvtr. Co., Sept. 1. I was formerly agt. for the same company at Honeyford, N. D.—J. V. Rindahl.

Jackson, Minn.—The Farmers Co-op. Ass'n has bot the elvtr. of the Rippe Grain & Mlg. Co. for which I was agt., paying \$6,000. Possession was given July 15th, and the farmers now have a capacity of 85,000 bus. as they have two elvtrs. The elvtrs of Gregg & Zeeman and Brown & Lev will not be opened this season.—E. P. Allison, Rushford.

Dalton, Minn.—I have just installed a new gasoline engine, Wilford Feed Mill and have repainted my elvtr.—A. O. Floren.

Canby, Minn.—The officers of the recently incorporated Farmers Grain Co. are as follows: C. W. Armitage, pres., Herman Laabs, vice-pres., Ed. O. Peterson, sec'y-treas.

Browns Valley, Minn.—The Cargill Elvtr. Co. has bot the Elvtr. of the Farmers Mlg. & Elvtr. Co. and F. A. Monroe, former mgr. of the latter house, has bot the elvtr. of the Northwestern Elvtr. Co.

Morris, Minn.—I have been buying grain for years for the Cargill Elvtr. Co. at Hancock, but have now leased the Spooner Elvtr. here and will operate as the A. A. Davidson Grain Co.—A. A. Davidson.

Warroad, Minn.—Hanson & Barzen of Thief River Falls and Geo. Marvin of this city are building an elvtr. here. As much of the grain comes in on barges the elvtr. will be both a harbor and a railroad house.

Duluth, Minn.—The following were recently admitted to membership in the Board of Trade: P. E. Olson, J. D. Collinson, J. V. Sexton, and the following membership were withdrawn: H. F. Chaffee, Oswald K. Sellar, A. J. Atkins.—Chas. F. Macdonald, sec'y.

Caledonia, Minn.—D. C. Merlo will succeed Leonard Hill as sec'y of the Farmers Stock & Grain Co., Mr. Hill resigning to enter the grain trade on his own account. He has his "black" elvtr. all fixed up and will commence business at once.

Wolverton, Minn.—The elvtr. of the Duluth Elvtr. Co. has been thoroly overhauled. A new office has been built and the elvtr. painted. The coal sheds have been moved and enlarged.—A. J. Borsheim, agt. Winter-Truesdell-Ames Co.

Rushmore, Minn.—The Christiansen Grain Co. only sold its Rushmore Elvtr. to Christiansen & St. John, a new firm composed of B. P. St. John and myself. The farmers have bot the elvtr. of the Skewis Grain Co. at this station.—W. H. Christensen.

Hoffman, Minn.—It is the report here that Andrew Teslow has bot the elvtr. of the Minnesota Grain Co. but up to this time he has not been here and there have been no repairs made on the elvtr., which will have to be attended to before it can be operated.—F. Bescher, asst. sec'y Hoffman Farmers Elvtr. Co.

Ellendale, Minn.—The repairs on the elvtr. of the Ellendale Farmers Elvtr. & Mlg. Co. have been finished and the elvtr. is in first-class condition to take care of the rush. A new iron boot and a new belt and cups were put in; the driveway and scale platform were replanked and new underpinning was put under the building.

Oklee sta., Lamberton p. o., Minn.—The 30,000-bu. elvtr. of the Farmers Co-op. Elvtr. Co., now under construction, will be covered with galvanized iron and equipped with a 15-h.p. Fairbanks-Morse Oil Engine, two legs, rope drive, 1,500-bu. Sonander Automatic Scale, a 6-ton Howe Dump Scale, No. 66 Fosston Cleaner and manlift.

Rushford, Minn.—I am now with the R. E. Jones Co. of Wabasha, and am at present in charge of the elvtr. at this station. We are doing extensive repair work here. I expect to go to Alma, Wis., in a few weeks and take charge of the elvtr. of the same company there.—E. P. Allison, formerly agt. Rippe Grain & Mlg. Co., Jackson.

Receipts of grain at Duluth during August included 538,029 bus. of wheat, no corn, 82,196 of oats, 311,392 of barley, and 168,751 bus. of rye; compared with 1,252,701 bus. of wheat, 21,606 of corn, 89,249 of oats, 296,467 of barley and 98,563 bus. of rye received in August, 1911. Shipments for the month included 2,116,861 bus. of wheat, no corn, 69,580 of oats, 14,744 of barley and 93,068 of rye; compared with 1,001,466 bus. of wheat, 171,363 of corn, 121,973 of oats, 110,264 of barley and 40,000 bus. of rye shipped in August, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

Owatonna, Minn.—Protest against the erection of the elvtr. of C. Zamboni, on the ground that it is contrary to the ordinance governing the construction of buildings within fire limits, has been made by Alderman Kaplan of the building com'te of the city.

Fairmont, Minn.—Geo. Wohlheter, former sec'y of the Wohlheter Elvtr. Co., whose elvtrs. were recently sold at sheriff's sale following his disappearance, is said to have been found in Kansas City, where it is claimed he is working for a board of trade commission firm under an assumed name. It is alleged that Wohlheter went away believing that bankruptcy and the loss of all his property stared him in the face. When his affairs looked better he would not consent to return, in view of his having left so abruptly. He says his trouble is due to too expensive a house and speculation.

MINNEAPOLIS LETTER.

Wm. C. Krise, of the Red Wing Malting Co., has applied for membership in the Chamber of Commerce.

W. H. Graves, who has been connected with the Nicholls & Taylor Co. for the past 7 years, is now with the P. B. Mann Co.

Harry W. Miller, formerly with Turle & Co., has resigned and will be a cash grain salesman for Nye, Jenks & Co. in future.

About 33½% of the 519 cars of new spring wheat received at this market, Aug. 31, graded No. 1, northern and 28% No. 2.

A record for rye receipts at this market was made Aug. 26, when 90 cars were checked in. Last year on the same date the receipts were 28 cars.

Walter Thexton, for 14 years mgr. of the Minneapolis branch of the John Miller Co., has opened an office and will enter the grain trade for himself.

A reinforced concrete warehouse will be erected by the Minnesota Linseed Oil Co. at the cost of \$100,000. The building will be three stories high with basement.

A. D. Wilhoit, formerly a chemist with the Pillsbury Flour Co., has been appointed chief of the milling and baking laboratory recently established by the state grain inspection dept.

The Pioneer Malting Co., which has succeeded the Electric Malting Co., will be incorporated for \$1,000,000. The plant was recently purchased by Jno. E. Beggs and others of Terre Haute and the new owners will continue the operation of the concern in this city, but the entire output will be shipped to Chicago, Louisville and Terre Haute. Jno. McDaniels of Terre Haute will be supt.

Capt. J. C. Verhoeff, the representative of the Armour Grain Co. on the Chamber of Commerce, stole a march on his fellow members and quietly married Miss Matilda A. Stocker, Aug. 27. The captain, who has been a well-known figure on the floor for the last 22 years, rather feared the consequences of such an announcement among the "boys" and decided to keep it quiet, but Dame Rumor refused to be silent and the popular captain was forced to confess.

The highest record for the number of cars of grain received and inspected by the state grain inspection dept., at so early a date, was reached Sept. 3, when 1,925 cars were recorded as the receipts for the double holiday including Sunday and Labor Day. For the corresponding days of 1911 988 cars were received and in 1910 998. The total receipts for the day were 1,442 cars of wheat, 33 of corn, 99 of oats, 92 of rye, 236 of barley and 23 of flax; compared with 607 cars of wheat, 26 of corn, 69 of oats, 25 of rye, 222 of barley and 39 of flax received on the corresponding day of 1911.

MISSOURI.

Chillicothe, Mo.—We have installed a 40-h.p. electric motor in our elvtr. and have built additional cob and coal sheds. We look for a good fall business.—H. P. Scruby Mlg. & Elvtr. Co.

Schell City, Mo.—The elvtr. of J. A. Hahn recently burned.

Glasgow, Mo.—The Glasgow Mlg. & Elvtr. Co. has finished its new elvtr. and now has a storage capacity here of 185,000 bus.

Bridgeton, Mo.—The elvtr. of the Schultz & Niemeier Com. Co. burned at 8 p. m., Sept. 5, together with the Wabash Depot and two box cars, the total loss being \$100,000. Soon after the fire started a 100-gal. tank of gasoline in the elvtr. exploded.

KANSAS CITY LETTER.

Chas. H. Williams, grain inspector, dropped dead at 7 a. m. on the street. His death was due to heart disease. He is survived by his widow and two children.

The proposed rule, restricting the number of market quotations sent to the country by Board of Trade firms, was recently defeated by a vote of 75 to 68, a 2/3's vote being required to pass it.

The amendment to the rules of the Board of Trade, permitting the delivery of wheat in carlots on track within the city limits on sales for future delivery, was adopted by members of the exchange, Aug. 24, by a vote of 125 to 28.

The following elvtrs. have been made regular by the directors under the new ruling recently adopted by the Board of Trade: Elvtr. A.; Murray; Chi. & Gt. W. and the R. I. This move increases the regular storage capacity of the city to 6,910,000 bus.

The second step of the Board of Trade in its move to block deals resulting in speculative corners was taken when it adopted, by a vote of the members, the amendment to the constitution permitting owners of wheat in private elvtrs. of 100,000 bus. capacity or more to have the houses declared regular, which will permit deliveries of grain of specified grades on speculative contracts. The vote was taken Aug. 23 and stood 125 to 11.

Receipts of grain at Kansas City during August included 3,832,800 bus. of wheat, 1,447,200 of corn, 588,200 of oats, 34,100 of rye and 5,600 bus. of barley; compared with 10,437,600 bus. of wheat, 895,000 of corn, 844,900 of oats, 9,900 of rye and 4,200 bus. of barley received in August, 1911. Shipments for the month included 1,987,200 bus. of wheat, 939,600 of corn, 328,100 of oats, 37,400 of rye and 2,800 bus. of barley; compared with 6,054,000 bus. of wheat, 556,250 of corn, 457,300 of oats, 4,400 of rye and no barley shipped during August, 1911.—E. D. Bigelow, sec'y Board of Trade.

The rules and regulations adopted by the recently organized inspection and sampling dept. of the Board of Trade contain few variations from the Grain Dealers National Ass'n rules, only such changes as were absolutely necessary owing to local conditions being made. G. A. Aylsworth, chairman of the com'te in charge of the dept., says: This dept. commenced inspecting cars July 28 after being somewhat hurriedly organized, at the behest of the Kansas Grain Dealers, and in view of the haste, our members are very well pleased with the first month's record. From July 28, to Aug. 31, the dept. inspected 7,290 cars, and resampled 2,129 cars. Of the 7,290 cars inspected, reinspections were called on only 202, and of the 202 cars the grade was changed on 91. On Sept. 1, Mr. James Russell was taken into the dept. as an assistant inspector, and on the same day there was added to the equipment of this department an automobile, which will be employed chiefly in facilitating the quick handling of samples, so that all cars coming into Kansas City may be sampled, inspected and disposed of during the forenoon of the day on which the cars are manifested. Heretofore there has always been more or less trouble in this market, on account of late delivery of samples during the rush season, and even with the help of an automobile it probably will not be possible to get every car sampled the day it arrives, because the freight yards in Kansas City are widely scattered, and it has never been the custom of the railroads

in this market to set aside certain tracks, as is done in many other markets, for handling grain exclusively.

ST. LOUIS LETTER.

Tate, Logan & Co. of Nashville, Tenn., have opened an office in this city with Mr. Logan in charge.

Oliver Sinti, for the last eight years ass't of John Dower of the weight dept. of the Merchants Exchange, resigned his position to enter the field of law, Sept. 1.

Receipts of grain at St. Louis during August included 8,288,393 bus. of wheat, 1,334,935 of corn, 2,783,125 of oats, 48,535 of rye and 44,800 bus. of barley; compared with 1,752,319 bus. of wheat, 2,063,375 of corn, 1,805,400 of oats, 46,254 of rye and 47,180 bus. of barley received in August, 1911. Shipments for the month included 4,689,610 bus. of wheat, 617,290 of corn, 1,597,300 of oats, 7,640 of rye and no barley; compared with 1,422,660 bus. of wheat, 1,277,930 of corn, 1,468,340 of oats, 16,370 of rye and 16,520 bus. of barley shipped in August, 1911.—Eugene Smith, sec'y Merchants Exchange.

John E. Hall, pres. of the Traders Grain Co., and his wife have been made defendants in a suit alleging breach of contract and usury, brot by Ed. E. Felkel and S. Lee Elliott, owners of the Missouri Commission Co., who allege that Sept. 15, 1909, they borrowed \$25,000 from the defendants, giving a note for the amount secured by mortgage on real estate in Sorento, Ill., and a trust deed on property at Ferguson, Mo., the notes to run three years at 6% interest. They claim that the Halls now insist on 12% interest and that altho they have released the complainants from the debt, refuse to return the mortgage and deed of trust and threaten to assign them and take legal action beyond the jurisdiction of the city's court. An injunction restraining the defendants from disposing of the documents in any way has been asked.

The directors of the Merchants Exchange, the Dept. of Weights Com'te and elvtr. owners held a conference Aug. 29, in regard to revising the grain weights and charges for weighing. With a deficit of \$8,697 in the weighing bureau last year, it is felt that some action is necessary, and the readjustment of the weighing charges seems an avenue of escape. The readjustment contemplates an increase in the weighing fees charged by the bureau and also some system to make the use of exchange weight certificates more general. The reappointment of Henry Schultz, Geo. C. Martin, Jr., and F. L. Wallace as a special com'te to work out the plans was supplemented by the appointment of Ed. M. Flish and Fred W. Seale as added members. The weighing fee at public elvtrs. is now 35c a car but the compulsory system of other markets has twice been voted down by members of the exchange and it is optional whether the buyer or seller take the exchange certificate. If he does not want it there is no charge. The result is that the exchange does a lot of supervision work for which it gets nothing. The work of the new com'te will be to devise some scheme by which this can be avoided and still keep the weighing fee on a parity with other grain markets.

MONTANA.

Lanark, Mont.—The Farmers Elvtr. Co. has bot the Sowle Elvtr.

Dayton, Mont.—The Royal Mlg. Co. will build an elvtr. at this point.

Froid, Mont.—M. J. Dönn's elvtr. is being enlarged and an addition built.

McCabe, Mont.—The Farmers Elvtr. Co. has been organized and will probably buy the Sowle Elvtr.

Froid, Mont.—The Farmers Elvtr. Co. has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co.

Stanford, Mont.—Farmers Elvtr. Co. incorporated; capital stock \$20,000. The new elvtr. now under construction will soon be finished and operations will be started at once.

Burns, Mont.—E. J. Lamb will operate at this station under the name of the Independent Elvtr. Co.

Culbertson, Mont.—The Farmers Elvtr. Co. has bot the elvtr. of W. I. Saxton and now has two elvtrs. here.

Nihill, Mont.—The Rocky Mountain Elvtr. Co. is building a 25,000-bu. elvtr. L. O. Hickok & Sons have the contract.

Valier, Mont.—The Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, E. E. Leach, C. H. Kaster and others.

Hobson sta., Philbrook p. o., Mont.—The cribbing on the elvtr. of the Farmers Elvtr. Co. has been completed and work is being rushed.

Drummond, Mont.—The Drummond Farmers Elvtr. Co. incorporated; capital stock \$5,050; incorporators G. W. Morse, R. D. Wiley and Duncan Dingwall.

Townsend, Mont.—A. W. Finch, formerly operating the Broadwater Elvtr., sold to the Farmers Elvtr. Co., will build an elvtr., and continue the business in his own name.

Townsend, Mont.—The Farmers Elvtr. Co. incorporated; capital stock \$20,000; incorporators, C. N. Burgess, pres., W. J. Kirscher, sec'y-treas. The new company has taken over the elvtr. of the Broadwater Elvtr. Co.

Moore, Mont.—The recently organized Farmers Elvtr. Co. has elected the following officers: C. W. Stone, pres., M. G. Wright, vice-pres., J. D. Bowen, treas. Geo. B. McCerran, sec'y and S. L. Dotson, formerly of Ceylon, Minn., as mgr.

Sidney, Mont.—D. H. Fulton, formerly agt. of the Thorpe Elvtr. Co. at Ada, Minn., will open the elvtr. of the same company at this station, now under construction. Sidney is on the new branch of the N. P., 55 miles north of Glendive.—J. V. Rindahl, successor at Ada.

Ismay, Mont.—The new 30,000-bu. elvtr. of the Farmers Elvtr. Co. will have a concrete foundation and 12 bins. The equipment will include one stand of elvtrs., Fosston Cleaner, 15 h.p. gasoline engine and feed mill. The entire elvtr. will be covered with galvanized iron.

Great Falls, Mont.—Rossfork (no. p. o.), the second new town out of Moccasin on the new Lewistown branch, will have the seventh and last elvtr. to be built by the Rocky Mountain Elvtr. Co. this season. Plans had been made to erect eight houses but only seven will be built.

NEBRASKA.

Pierce, Neb.—The Farmers Elvtr. Co. is building a 35,000-bu. elvtr.

Homer, Neb.—W. H. Cratty of Elgin has bot the elvtr. of H. D. Clark.

Shelton, Neb.—The Shelton Alfalfa Mlg. Co. incorporated; capital stock \$25,000.

Hoskins, Neb.—The recently formed Farmers Co-op. Elvtr. Co. will build an elvtr.

Thayer, Neb.—The Farmers Grain Ass'n has been organized with a membership of 118. H. C. Calkins is pres., Albert Heiney, vice-pres., Gilbert Goudy, sec'y, and Rich. Wessels, treas.

Moorefield, Neb.—The VanWickle Grain Co. has leased the elvtr. of the Foster Grain Co., taking possession Aug. 20. J. M. Souder, agt. of the Foster Co. for years, will be retained as mgr.

Naponee, Neb.—A complaint has been filed with the state Railroad Commission by Peter Rassmussen asking that the C. B. & Q. Ry. Co. be compelled to furnish him an elvtr. site on its right of way, so that he can build a 15,000-bu. elvtr.

Ainsworth, Neb.—The Excelsior Mill & Elvtr. Co. has succeeded the Excelsior Lbr. Co., the lumber interests being sold to Walter Rodgers. J. B. Finney has retained the mill and elvtr. and will be assisted in business by his son Walter, and Oscar Osborn.

St. Mary (R. R. name Smartville), Neb.—My report that the farmers would build an elevator has left an erroneous impression that I was interested. I am not connected with the enterprise in any way.—S. L. Wirick, agent Central Granaries Co., Crab Orchard.

Receipts of grain at Omaha during August included 3,012,000 bus. of wheat, 1,395,600 of corn, 1,003,000 of oats, 3,300 of rye and 42,000 bus. of barley; compared with 1,640,400 bus. of wheat, 1,492,800 of corn, 725,900 of oats, 5,500 of rye and 127,400 bus. of barley received in August, 1911. Shipments for the month included 1,766,400 bus. of wheat, 1,246,300 of corn, 598,500 of oats, 1,000 of rye and 4,000 bus. of barley; compared with 1,110,000 bus. of wheat, 1,095,000 of corn, 315,000 of oats, 5,000 of rye and 24,000 bus. of barley shipped in August, 1911.—F. P. Manchester, sec'y Grain Exchange.

NEW YORK.

Binghamton, N. Y.—E. W. Conklin & Son will build a \$41,000 concrete elvtr.

Glenns Falls, N. Y.—The old elvtr. at the Finch Pruyn Company's mills has been torn down after 50 years of service. Railroad competition with the canal has destroyed its usefulness, most of the grain now being received by rail.

Brooklyn, N. Y.—The entire estate of Thos. Morgan, feed and grain dealer who died Mar. 7, totaling \$300,000, was left practically to the widow. Mr. Morgan's membership in the Produce Exchange of New York was appraised at \$375.

BUFFALO LETTER.

Samuel K. Worthington died Aug. 27, at the age of 90 years. He entered the grain business in 1845, retiring in 1902.

The Globe Elvtr. Co. organized by M. P. Ryley, has filed an amendment increasing its capital stock from \$100,000 to \$150,000.

Resolutions approving the widening of the entrance of the inner harbor to 400 ft., and the plan to increase the width of Black Rock Harbor, have been adopted by the Corn Exchange.

NORTH DAKOTA.

Linton, N. D.—C. A. Richmond has bot the elvtr. of the Linton Bazaar.

Fessenden, N. D.—Karl Kruger has bot the elvtr. of the Victoria Elvtr. Co.

Bentley, N. D.—J. J. Huber will be agt. of the Columbia Elvtr. Co. for the season.

Bentley, N. D.—The Western Grain Co. is building a 30,000-bu. elvtr. at this station.

Oberon, N. D.—I am now mgr. of the Monarch Elvtr. Co. at this station.—M. D. O'Neill.

Coulee, N. D.—Cullen Bros. of Leeds have bot the elevator of the Dakota Farmers Elvtr. Co.

Gladstone, N. D.—Frank Dobner has accepted a position with the Farmers Elvtr. Co.

Nanson (same as Selden), N. D.—The Farmers Elvtr. Co. has bot the elvtr. of McCabe Bros.

Glen Ullin, N. D.—I am now agt. for the Occident Elvtr. Co. at this station.—F. W. Helder.

Lunds Valley, N. D.—Lunds Valley Farmers Elvtr. Co. incorporated; capital stock \$10,000.

Taylor, N. D.—A. H. Conradson of Mandan is now agt. of the Occident Elvtr. Co. at this station.

New Rockford, N. D.—Chas. Hartson is now mgr. and buyer for the Equity Elvtr. Co. at this station.

Kenmare, N. D.—J. Kellogg of Courteney has leased the elvtr. of the Osborn & McMillan Elvtr. Co.

Cando, N. D.—Henry Ketter has succeeded D. F. McLaughlin as mgr. of the McLaughlin Elvtr.

Dunseith, N. D.—I am out of the grain business.—H. W. Borland, formerly mgr. Farmers Elvtr. Co.

Gwyther, N. D.—We have bot the coal sheds of P. J. Gwyther.—A. W. Berken, agt. Occident Elvtr. Co.

Deisem, N. D.—I have accepted the position of mgr. of the Farmers Elvtr. Co.—R. W. Schaenem, mgr.

Lisbon, N. D.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of the Monarch Elvtr. Co.

Bremen, N. D.—The recently incorporated Equity Elvtr. & Trading Co. will build a 30,000-bu. elvtr.

Fonda, N. D.—The elvtr. of the Spaulding Elvtr. Co. has been opened with Elf Charbonneau in charge.

Galesburg, N. D.—The elvtr. of the Cargill Elvtr. Co. has been opened; Oscar Lybeck of Kindred is agt.

Falson sta., Voltaire p. o., N. D.—The recently organized Equity Elvtr. & Trading Co. will build an elvtr.

Sutton sta., Binford p. o., N. D.—R. M. Ellingson is building an elvtr., which will be in running order Sept. 10.

Galchutt, N. D.—I came here Aug. 1, from La Moure, to buy grain for the Heising Grain Co.—Earl A. Thorpe.

Bentley, N. D.—C. C. Cate is building a large grain warehouse. He will use a portable elvtr. until it is finished.

Hamlet, via Wildrose, N. D.—Nelson Bros. are building a 30,000-bu. elvtr.—E. J. Martell, agt. National Elvtr. Co.

Rolette, N. D.—Adam Stavert, formerly mgr. for McCabe Bros. at Nanson, is now mgr. of the Rolette Farmers Elvtr. Co.

Lallie sta., Oberon p. o., N. D.—Thos. O'Neill has charge of the elvtr. of the Powers Elvtr. Co. here.—M. D. O'Neill, Oberon.

Glen Ullin, N. D.—A farmers elvtr. company will be organized at this station to buy the elvtr. of the Golden Valley Indpt. Grain Co.

Minot, N. D.—A. A. Robinson has leased the elvtr. of the Acme Grain Co., the Robinson Elvtr. Co. now having a capacity of 50,000 bus.

Hamilton, N. D.—John Rock has succeeded A. R. Marquardt as buyer for the Northwestern Elvtr. Co.—E. J. Willson, agt. McCabe Bros.

Berlin, N. D.—The recently incorporated Equity Elvtr. Co. has taken over the elvtr. of Schmid & Anderson and will open for business at once.

Michigan, N. D.—I have resigned as mgr. of the Michigan City Farmers Elvtr. Co. and have been succeeded by N. H. Elvick.—D. W. Dunlap.

Hoople, N. D.—The elvtr. of the National Elvtr. Co. is open with Nels Tweten as agt.—W. J. Dargan, agt. St. Anthony & Dakota Elvtr. Co.

Mohall, N. D.—N. D. Johnson and others, having organized the Johnson Elvtr. Co., have bot the elvtr. of the Minneapolis & Northern Elvtr. Co.

New Rockford, N. D.—The Farmers Elvtr. Co. is building a 35,000-bu. elvtr. five miles southeast of here on the new Gt. Northern main line.

Solen, N. D.—The 30,000-bu. elvtr. of the Farmers Elvtr. Co. is under construction. D. Wiley is mgr.—A. W. Berken, agt. Occident Elvtr. Co., Gwyther.

La Moure, N. D.—Selmar Myhers formerly with the Gt. Western Elvtr. Co. has leased the elvtr. of the Farmers Elvtr. Co. and will install a feed mill.

Edgeley, N. D.—Our elvtr. having been destroyed by fire July 3, we have taken the elvtr. of the Occident Elvtr. Co.—H. A. Burton, agt. Powers Elvtr. Co.

Reeder, N. D.—Ed. A. Voigt is now agt. of the Farmers Co-op. Grain & Sply. Co. The Empire Elvtr. Co. tore down its house at Hettinger and has rebuilt it here, making 6 elvtrs. at this station.—J. S. Hjort, sec'y Farmers Co-op. Grain & Sply. Co.

Valley City, N. D.—I am now working for the Occident Elvtr. Co. as second man.—E. H. Schwartz.

Honeford, N. D.—K. Gullickson, formerly mgr. of the Farmers Elvtr. Co. has succeeded me as mgr. of the Thorpe Elvtr. Co.—J. V. Rindahl, Ada, Minn.

Bremen, N. D.—Work on the elvtr. of the St. Anthony & Dakota Elvtr. Co. is being rushed and it is hoped to have the house ready for the crop this year.

Regent, N. D.—Regent Equity Exchange Co. incorporated; capital stock \$15,000; incorporators J. H. Marks, E. H. Koenker, Mons. Nelson and Walter Newby.

Buffalo Springs, N. D.—The Farmers Elvtr. Co. incorporated; capital stock \$20,000; incorporators Henry Kern, James J. Joice, C. H. Hesterkind and others.

Wahpeton, N. D.—Matt Braun & Co., prop. of the Star Roller Mills, destroyed by fire, Aug. 1, has let the contract for a 200-bbl. mill and a 40,000-bu. elvtr.

Sutton, R. F. D. Binford, N. D.—I am now agt. for the Amenia Elvtr. Co., having been formerly with the Farmers Elvtr. Co. at Chaffee.—E. A. Tarseim.

Montpelier, N. D.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the Andrews Grain Co., taking possession Aug. 17.—H. G. Gullickson, mgr.

La Moure, N. D.—The elvtr. of the Andrews Grain Co. at Berlin, of which I was agt., having been sold, I am now agt. for the same company at this station.—A. H. Freie.

Hampden, N. D.—I have succeeded Henry Gunderson as agt. for the St. Anthony & Dakota Elvtr. Co. Mr. Gunderson, going to Osnabrock for the same Co.—A. M. Haugen.

Sentinel Butte, N. D.—I have accepted the position of mgr. of the Farmers Elvtr. Co. at this station. I was formerly agt. for the Reedy Grain Co. at Monroe, S. D.—C. VanDewater.

Stanton, N. D.—The Powers Elvtr. Co. will build an elvtr. here, the material now being on the ground, while the Dawson Grain Co. has just purchased a site and will build at an early date.

Baldwin, N. D.—Baldwin Grain Co. incorporated; capital stock \$10,000; incorporators John E. Laingan and 35 others. The new company has bot the elvtr. of the Dodge Elvtr. Co. Percy Freeman will be mgr.

Fessenden, N. D.—The elvtr. of the Royal Elvtr. Co. has been torn down and will be re-erected at Tuttle, a new town on the Pingree-Wilton branch, by the Regan & Lyness Elvtr. Co., which recently purchased it.

Tower City, N. D.—Independent Grain Co. incorporated; capital stock \$15,000; incorporators A. B. Shaw, F. L. Rice and A. F. Sherman. The new company has bot the elvtr. of the Monarch Elvtr. Co.; Dan Haffey, mgr.

Lawton, N. D.—John A. Aird, owner of the Aird Elvtr., suffered a broken leg and other injuries when he was thrown from his buggy, when his horse frightened by a passing automobile, ran away, overturning the vehicle.

Glenburn, N. D.—I am now agt. of the St. Anthony & Dakota Elvtr. Co. at this station, having formerly been mgr. of the Occident Elvtr. Co. at Bisbee. Chas. Sharpe is the new buyer for the Acme Grain Co. here.—E. O. Nelson.

Oakes, N. D.—I have leased my elvtr. at this station to C. E. Knox for the season, my buyer, W. A. Pannebaker, being unable to take care of the elvtr. on account of illness. The Knox Co. now operates three houses.—E. Blankenburg, Henry.

Sentinel Butte, N. D.—The Farmers Elvtr. Co. has under construction a 50,000-bu. elvtr. which will be completed by Oct. 1. The equipment will include 2 stands of elvtrs., 11x16 buckets, a No. 7 Monitor Cleaner, manlift, and a 15-h.p. gas engine. 8-ton dump scale and 100-bu. hopper scale made by Fairbanks, Morse & Co.

Bismarck, N. D.—The Bismarck Farmers Elvtr. Co. has been organized with Chas. Swenson as pres.; Victor Mynter, vice-pres.; H. C. Rhud, sec'y; J. L. Bell, treas.; capital stock \$4,000. Work on an elvtr. will be commenced at an early date.

Gardena, N. D.—We are installing a Fosston Cleaner in our elvtr. Andrew Terno is the new agt. of the Atlantic Elvtr. Co. and Louis Arnold will manage the Woodworth Elvtr. Co. this year, the elvtr. having been reopened.—A. A. Kociniline, agt. Farmers Elvtr. Co.

Brantford, N. D.—The new 30,000-bu. elvtr. of the Equity Elvtr. Co. will contain 12 bins and is on a concrete foundation. The equipment will consist of a 15-h.p. gasoline engine, 1,250-bu. automatic scale, 8-ton dump scale, two stand of elvtrs. and Monitor Cleaner.

Doyon, N. D.—John Hayes, formerly mgr. of the Heising Grain Co., has bot stock in the Doyon Farmers Elvtr. Co. and will manage the elvtr., exchanging positions with Jorgen Hilden, former agt. for the farmers company, who will now act as agt. for the Heising Co.—C. E. Burgess, Devils Lake.

Glenfield sta., McHenry p. o., N. D.—The 40,000-bu. elvtr. of the recently incorporated Farmers & Merchants Elvtr. Co., now under construction, has a concrete foundation and contains 16 bins. The equipment includes a 15-h.p. gasoline engine, two stands of elvtrs., 100-bu. hopper scale, 16-ft. 8-ton dump scale and Monitor Cleaner.

Northwood, N. D.—I have sold my elvtr. at this station to the Andrews Grain Co., which now has two elvtrs. here. The elvtr. is being remodeled and a Mr. Lee, of Minneapolis, will be agt. O. A. Myron, who was our agt. for the last three years, will buy for the Northwood Mill & Light Co.—C. E. Burgess of the Burgess Elvtr. Co., Devils Lake.

Wild Rose, N. D.—A 35,000-bu. elvtr. is under construction for the Equity Elvtr. & Trading Co., to be completed Sept. 20. The equipment includes a No. 66 Fosston Cleaner, one leg, 11x6 cups, rope drive and a 10-h.p. oil engine, 6-ton dump scale and 100-bu. hopper scale, all of the Fairbanks Morse make.

Millerton sta., Edgeley p. o., N. D.—The Steele & Frahm Grain Co. has been organized to handle grain at this station and at Norton, both towns being on the new Midland extension. The company will build elvtrs. at both stations later on but for the present will use two portable elvtrs. equipped with 6-ton scales and gasoline engines. Odes D. Steele will be in charge here and his cousin Geo. Steele at Norton.

Drayton, N. D.—E. Bogren, formerly agt. for the Monarch Elvtr. Co. at Luce, Minn., will have charge of the elvtr. of the same company here. Albert Gudescunst, agt. of the Andrews Grain Co., has been enjoying a two weeks vacation at Pelham, Minn. O. W. Pagel, formerly mgr. of the Chaffee Farmers Elvtr. Co. at Chaffee, is now mgr. of the Drayton Co-operative Farmers Elvtr. Co., which contemplates the installation of a Monitor Cleaner.—Nils R. Tacklind.

OHIO.

Curtice, O.—H. G. Dehring is building an addition to his elvtr.

Rawson, O.—Huber & Baumgartner have succeeded Geo. Huber.—Arnold & Co.

Leipsic, O.—Andrew Ringlein will install a Hall Signaling Grain Distributor in his elvtr.

Luckey, O.—The Luckey Elvtr. Co. has bot the building of M. R. Gorrill which it has been operating.

Tiro, O.—Co-op. Grain & Mfg. Co. incorporated; capital stock \$30,000; incorporators S. Daugherty, J. M. Van Tilbury and G. W. Cahill.

Jackson Center, O.—J. W. Hollinger, Geo. L. Kraft and myself are the purchasers of the elvtr. of Wm. Ludwig at this station.—E. T. Cusenbolder.

Marion, O.—I have bot the property of the Ohio Mfg. & Elvtr. Co. and will probably sell or lease it, as I am not in the grain business myself.—J. Wilbur Jacoby.

Lima, O.—The car shortage has reached a very serious stage in Ohio. Many elvtrs. have closed their doors, being full of grain and unable to receive more.—J. C. Cusenbolder.

Haviland, O.—S. Bash & Co., who operate a feed store at Ft. Wayne, are scooping grain here and at Roselms. It is reported that this firm sold its elvtr. at Aboit, Ind., hence cannot be considered regular at any station.

Warren, O.—Miller & Neal have bot the famous old Griswold linseed oil mill, best known as the Cream of Oats Mill, paying \$750. The mill has been in the hands of the court for some time. The new owners will use it for their feed business.—L.

Receipts of grain at Cincinnati during August included 694 bus. of barley, 644,655 of corn, 1,041,175 of oats, 36,486 of rye and 607,896 bus. of wheat. Shipments for the month included no barley, 423,821 bus. of corn, 224,492 of oats, 13,336 of rye and 160,462 bus. of wheat.—Wm. Culkins, supt. Chamber of Commerce.

Swanton, O.—We are installing a high-grade granular corn meal mill, and also one for cracked corn and chop feed. We have doubled the capacity of our buckwheat mill and now have the largest one of the kind in this section and have added 6,000 ft. of floor space. The buildings being of cement blocks.—Pilliod Mfg. Co.

TOLEDO LETTER.

Harry W. Kress has applied for membership in the Produce Exchange.

A record price for corn was established by the Paddock-Hodge Co., Aug. 23, which received 92c for 20 cars of old corn at Boston.

The money necessary to send 25 boys on the trip to Washington, offered to the winners of the corn-growing contest in Lucas county, will be furnished by the Produce Exchange, Frank I. King, the Pilliod Mfg. Co. and the Lucas County Agri. Ass'n.

I have sold the elvtr. of the Clover Leaf Elvtr. Co., known as the West Side Iron Elvtr., to Oliver M. Randolph of McClure. The elvtr. will be used for conditioning grain and has a capacity of 250,000 bus.—C. E. Metzler of the American Cattle & Poultry Food Co. of Binghamton, N. Y.

The wife of Fred Jaeger of J. F. Zahm & Co. recently had a harrowing experience. Mrs. Jaeger and a friend were riding in an automobile when the chauffeur while going at full speed was stricken with an epileptic fit and for a time the machine continued thru the crowded street with an unconscious driver at the wheel. The automobile fortunately was stopped before an accident occurred.

OKLAHOMA.

Chouteau, Okla.—J. M. Haverfield is now prop. of the Chouteau Grain & Elvtr. Co.

Oklahoma, Okla.—The Wirt & Lyons Grain Co. has moved from Enid to this city.

Waukomis, Okla.—C. W. Goltry of Enid has bot the elvtr. of C. J. Minett. M. H. Converse will be mgr.—H. H. Fouts.

Tangier, Okla.—Billy Taylor of Woodward is now mgr. for the Fargo Grain, Seed & Coal Co. at this station.—R. J. Cozart.

Norman, Okla.—We have leased the elvtr. of Synott & Aniol, buying their stock July 15.—E. L. Hayes, of E. L. Hayes Grain Co.

Tonkawa, Okla.—The Cassidy Grain Co. is enlarging its elvtr. and putting in corn machinery.—J. S. Barclay, Tonkawa Shippers Assn.

Mooreland, Okla.—Union Grain & Supply Co. incorporated; capital stock, \$2,500; incorporators, A. W. McNutt, R. C. Stout, C. B. Lehr and B. K. Stout.

Gate City, Okla.—The elvtrs. of the Alva Roller Mills of Alva, The Fargo Grain, Seed & Coal Co., and Sappington & Larimer, have been completed and are receiving grain.—R. J. Cozart.

Woodward, Okla.—F. G. Olson, well known in the southwestern grain trade, and for several years with T. H. Bunch at Little Rock, Ark., is now with O. W. Cox at this place.

Knowles, Okla.—The Fargo Grain, Seed & Coal Co. has bot the elvtr. of Edmison Bros. Cooley and the Critchfield Grain Co. are building an elvtr. and Sappington & Larimer will build one later.—R. J. Cozart.

Oklahoma City, Okla.—The following have recently been added to our membership, C. B. Fox, New Orleans, La.; Knowles Grain Co., Knowles, Okla.; W. J. Nichols & Co., Washita, Okla.—C. F. Prouty, Sec'y. Oklahoma Grain Dealers Ass'n.

Piedmont, Okla.—The elvtr. of the Canadian Mill & Elvtr. Co., burned Aug. 22, contained 6,000 bus. of wheat and 2,000 bus. of oats at the time of the fire, the loss on the grain amounting to \$12,000. The company has purchased an elvtr. of G. F. Gossett.

Sulphur, Okla.—A board on which Hermann Bouchett was standing while working on the new engine house at the elvtr. of the Cleveland Grain Co., broke and he fell a distance of 15 feet, alighting on his head. He was not seriously hurt, suffering only a few cuts and bruises.

Oklahoma City, Okla.—The elvtr. of the Kammerdiener Elvtr. Co. containing considerable grain, was burned Aug. 22, the total loss on building and contents amounting to \$14,000; insurance on building \$8,000, on grain \$12,000. Part of the grain stored by the company is in the Capital Grain Elvtr. which it leases, and the one policy covers the grain in both houses. The elvtr. was built of wood covered with corrugated iron.

PENNSYLVANIA.

PHILADELPHIA LETTER.

Frank Montmore of Richardson Bros. has applied for membership in the Commercial Exchange.

For the first time in four years considerable quantities of oats are being exported from this city. At the present time there are many carloads in the elvtr. at Washington avenue awaiting export.—C.

The contract for the 1,100,000-bu.-elvtr. to be erected at Girard Point by the Penna. Ry. Co., has been let to Jas. Stewart & Co. Piles are now being driven and the elvtr. is to be finished during the next year.

Large shipments of grain are being handled on the Perkiomen Branch of the Philadelphia & Reading Railroad. The grain is being delivered by the Lehigh Valley at East Penn Junction, and then shipped to Port Richmond.—C.

Edward M. Richardson, formerly of Richardson Bros., who will henceforth conduct a grain brokerage business in his own name, has been making the rounds of the western markets and forming connections with western shippers which will enable him to take care of his eastern customers. Mr. Richardson has been identified with the grain trade since a lad, having started with S. C. Woolman & Co. as office boy.

The partnership existing between Wm. H. Richardson and Edward M. Richardson, operating under the name of Richardson Bros., has been dissolved by mutual consent, Wm. M. Richardson, continuing business under the old name, and Ed. M. Richardson engaging in the same business under his own name at 460 Bourse Bldg. All liabilities of the partnership and the outstanding accounts will be assumed by William Richardson.

SOUTH DAKOTA.

Frederick, S. D.—The Frederick Mfg. Co. is out of business.

Fairview, S. D.—Our elvtr. is now open and I am mgr.—Frank Boyle.

Bancroft, S. D.—I am now agt. of the Cargill Elvtr. Co.—J. R. Schultz.

Stockholm, S. D.—I am now mgr. of the Farmers Elvtr. Co.—C. V. Olson.

Wessington, S. D.—I am now agt. for the Atlas Elvtr. Co.—O. O. Lund.

Wagner, S. D.—W. Giblon is now agt. for M. King.—Wagner Grain Co.

Crandall, S. D.—I am now agt. for the Eagle Roller Mills Co.—Jos. Dietl.

Troy, S. D.—I am now agt. of the Gt. Western Grain Co.—T. R. Stevens.

Ethan, S. D.—O. P. Shaw is talking of installing a drier.—J. K. Stewart.

Broadlands, S. D.—I am now agt. for the Atlas Elvtr. Co.—G. Haarteit.

Kimball, S. D.—I am now agt. for the Farmers Co.-Op. Co.—J. W. Smith.

Erwin, S. D.—Jno Jacobson is now mgr. for A. W. Stone.—Erwin Elvtr. Co.

Ipswich, S. D.—A. M. Caborn is now agt. of the Empire Elvtr. Co.—R. F. Finch.

Vienna, S. D.—I am now agt. for the northwestern Elvtr. Co.—E. E. Bruha.

Ordway, S. D.—The Atlas Elvtr. Co. is building a house for its agt. to live in.

Ferney, S. D.—I am now agt. for the Eagle Roller Mills Co.—F. F. Smith.

Valley Spring, S. D.—I am now mgr. of the Farmers Elvtr. Co.—J. A. Emerson.

Eureka, S. D.—John Pietz is now agt. of Potter, Garrick & Potter.—John Liedle.

Frankfort, S. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Atlas Elvtr. Co.

Clark, S. D.—E. J. Keenan is now mgr. of the Farmers Elvtr. Co.—B. D. Bascomb.

Fedora, S. D.—Ed. Prindal is now agt. of the Farmers Elvtr. Co.—Fox & Peterson.

Volga, S. D.—O. M. Olson has succeeded Jens Nelson.—Dyball & Cotton Elvtr. Co.

Seneca, S. D.—Otto Helewig is now agt. for the Atlas Elvtr. Co.—Farmers Elvtr. Co.

Badger, S. D.—E. Carlson is now agt. for the D. McKinnon Elvtr. Co.—C. W. Derr.

Westport, S. D.—E. W. Anderson is now mgr. of the Farmers Elvtr. Co.—C. R. Walworth.

Glenham, S. D.—I am now agt. for the Geo. C. Bagley Elvtr. Co.—James M. Hough.

Rudolph sta., Aberdeen p. o., S. D.—I am now mgr. of the Atlas Elvtr. Co.—John Northup.

Peev, S. D.—The Independent Elvtr. Co. is now in the hands of a receiver.—Carl J. Rice.

Grover, S. D.—I am now agt. for the Northwestern Elvtr. Co. at this station.—Ben L. Foster.

Barbara, S. D.—This is now a p. o. I am now agt. for the Barbara Grain Co.—Wm. Jahraus.

Parkston, S. D.—Chas. Zehnphennig has succeeded Zehnphennig & Betts.—C. Rempfer & Co.

Hayti, S. D.—Wm. Chomley is now agt. of the Farmers Elvtr. Co.—McCaull-Webster Elvtr. Co.

Riverside, S. D.—A. B. Rowley is now mgr. of the Farmers Elvtr. Co.—Hubbard & Palmer Co.

Sisseton, S. D.—The Sisseton Mill & Elvtr. Co. has made extensive improvements in its plant.

Yankton, S. D.—The plant of the Fountain Roller Mills has been dismantled.—Excelsior Mills Co.

Emery, S. D.—We have hired Henry Schroder as second man at the elvtr.—Hofer & Triebwasser.

Elkton, S. D.—We have improved the elvtr. with a new leg and new machinery.—Farmers Elvtr. Co.

Hecla, S. D.—I have succeeded F. A. Hagen as mgr. of the Hecla Co-op. Elvtr. Co.—Chas. W. Estee.

Leola, S. D.—Ray Sutherland is agt. for the Eagle Roller Mills Co.—E. W. Langer, agt. Pacific Elvtr. Co.

Castlewood, S. D.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of Reed & Burge.

Sisseton, S. D.—Chas. McGee is now agt. of the Miller Elvtr. Co.—A. Hendrickson, Farmers Union Elvtr. Co.

Hartford, S. D.—We have installed a gas engine and a Richardson Automatic Scale.—Farmers Elvtr. Co.

White, S. D.—Fred State is now agt. for the Davenport Elvtr. Co.—J. E. Ruddy, mgr. Farmers Elvtr. Co.

Sheffield, S. D.—The Northwestern Elvtr. Co. is not operating here this season.—A. Kyle, agt. Atlas Elvtr. Co.

Butler, S. D.—The Bristol Elvtr. Co. has succeeded Joakim Legard.—Pete Anderson, agt. Empire Elvtr. Co.

Redfield, S. D.—Dick Lull is now agt. for G. W. Van Dusen & Co.—H. B. Engel, mgr., Engel & Schurermeyer.

De Smet, S. D.—Byron A. Rice is now agt. for G. W. Van Dusen & Co.—E. N. Morgan, mgr. W. I. Thompson.

Stratford, S. D.—Fred Gabert is a box car dealer at the station.—C. A. Brown, agt., Farmers Union Grain Co.

Bonesteel, S. D.—C. A. Smith is now mgr. of the Farmers Co-op. Grain, Stock & Lbr. Co.—Ed. S. Donahue.

Alexandria, S. D.—We are installing a double blast separator on account of the smut.—New Farmers Grain Co.

Turton, S. D.—New mgrs. here are I. E. Blanchard, Atlas Elvtr. Co., and myself for C. W. Derr.—F. J. Coughlin.

Mansfield, S. D.—The elvtr. of the Western Elvtr. Co. has not been opened.—J. G. Smith, mgr. Farmers Elvtr. Co.

Vermillion, S. D.—I have just taken charge for the McCaull Webster Elvtr. Co. at this station.—V. V. Chaussee.

Beresford, S. D.—The elvtr. of F. M. Slagle & Co. was recently struck by lightning, considerable damage resulting.

Canova, S. D.—The Independent Grain Co. with S. E. Boyler as agt. has succeeded Ted Kersten.—J. J. Mullaney.

Dupree, S. D.—Work has been started on an elvtr. at this station by the Geo. C. Bagley Elvtr. Co. of Minneapolis.

Corsica, S. D.—The elvtr. of F. F. Mayer has been closed for over a year.—James Van der Berge, agt. Carlon Elvtr. Co.

Irene, S. D.—Oscar Nelsen is now agt. of the New London Mfg. Co.—Geo. A. Jorgensen, mgr. Farmers Co-op. Stock Co.

Flandreau, S. D.—The Bennett Grain Co. will operate a line of houses with headquarters here.—Flandreau Elvtr. Co.

Selby, S. D.—The elvtr. of the Victoria Elvtr. Co. will not open this year. I am agt. for the Crown Elvtr. Co.—Frank Wall.

Ramona, S. D.—W. I. Thompson of Madison, has bot the elvtrs. of the Jones Grain Co. at this station, Wallace and Florence.

Springfield, S. D.—The elvtr. of S. M. Brann has changed hands and has been closed for two years.—Morrison Grain Co.

Platte, S. D.—M. King and the Platte Grain Co. are now in the grain business at this station.—L. W. Hall, mgr. M. King.

Doland, S. D.—Park Aldrich now owns and runs the elvtr. of the Sleepy Eye Mfg. Co.—Ross Jones, agt. Eagle Roller Mills Co.

Miller, S. D.—The elvtr. of the Atlas Elvtr. Co. has not been opened this season.—Chas. Thomson, mgr. Thomson & Duthie.

Wentworth, S. D.—H. L. Jackson is mgr. of the elvtr. recently purchased by the J. J. Mullaney Grain Co. from Jones & Metcalf.

Dallas, S. D.—We put in a foundation at this station and then decided not to build, so have no house here.—Wm. Krotter Co.

Bushnell, S. D.—I have bot the undivided half interest in the elvtr. of Denhart & Algire. H. S. Shoemaker is now mgr. of the Davenport Elvtr. Co.—E. T. Algire.

Wentworth, S. D.—Fred Hanneman is operating the elvtr. owned by Otto Albertus.—Smith & Bond.

Albee, S. D.—The McCaull-Webster Elvtr. Co. has made extensive improvements.—Gus. J. Lybeck.

Elkton, S. D.—The United Flour Mills Co. is not operating at present; plant is closed.—John R. Cullham, agt. Davenport Elvtr. Co.

Moritz, S. D.—We now have a post office at this station. We have put in a new coal scale.—Nick Lehmertz, agt. Atlas Elvtr. Co.

Stickney, S. D.—New mgrs. here are A. K. Mooney for John Burbeck, and R. Hatch of South Dakota Grain Co.—Farmers Co-op. Union.

Aberdeen, S. D.—We have completed our 30,000-bu. elvtr., flour house and coal sheds.—C. M. Kimball, agt. Eagle Roller Mills Co.

Crandon, S. D.—G. Rush is now agt. for Siberz Bros. & Craig Co. G. W. Van Dusen & Co. have built new coal sheds.—H. H. Fink.

Randolph, S. D.—The Farmers Union Grain Co. is a reorganization of the So. Dak. Elvtr. Co. and I am the new mgr.—L. R. Wilber.

Parker, S. D.—The temporary elvtr. erected by the Farmers Elvtr. Co. to replace the one recently burned is now in running order.

Ortley, S. D.—H. C. Goss is now agt. for the Geo. C. Bagley Elvtr. Co. and I am in charge of the Farmers Elvtr. Co.—V. L. Branum.

Nunda, S. D.—J. A. Klassy has succeeded Oscar Heiser as our agt. Mr. Heiser is going to the Farmers Elvtr. Co.—Abraham & Schultz.

Waverly, S. D.—Jos. U. Fwend is now agt. of the Pacific Elvtr. Co. and I am the new mgr. of the Farmers Elvtr. Co.—E. E. Manska.

Unityville, S. D.—J. R. Petersen is now agt. of the Holse & Lueth Grain Co. and I am in charge of the Sun Prairie Elvtr. Co.—Lewis Beyers.

Fullerville sta., Yankton p. o., S. D.—The Fullerville Grain Co. will be in operation by the first with John Inch as agt.—C. Frederick, Tripp.

Revillo, S. D.—Larson & Orwoll will build a new elvtr. in connection with their mill. I am now mgr. of the Gt. Western Grain Co.—C. C. Cooper.

White, S. D.—H. E. Denhart has rented the elvtr. of E. A. Brown and is operating under the name of Denhart & Son.—E. F. Alguire, Bushnell.

Henry, S. D.—H. H. Parliament is mgr. for the Atlas Elvtr. Co. and F. E. Olsen is buying for me.—E. Blankenburg, E. Blankenburg & Co.

Brookings, S. D.—Geo. P. Sexauer & Son have succeeded Geo. P. Sexauer, Fred C. Olsen is now mgr. of the Atlas Elvtr. Co.—Bingham Bros.

Alcester, S. D.—Nutter & Ryan, having lost their house by fire, are running the elvtr. of the Reedy Grain Co. this season.—Farmers Co-op. Ass'n.

South Shore, S. D.—The financial affairs of the Farmers Elvtr. Co. have been satisfactorily adjusted and the company will reopen the elvtr. at once.

Huron, S. D.—The elvtr. of G. D. Smith has not been opened this season and do not think it will be in operation.—H. R. Griffith, mgr. Huron Mlg. Co.

Lemmon, S. D.—E. P. Sanders is now agt. for the Geo. C. Bagley Elvtr. Co. and I am in charge of the Western Lbr. & Grain Co.—G. B. Patterson.

Fullerville sta., Yankton p. o., S. D.—The recently incorporated Fullerville Grain Co. will build a 20,000-bu. elvtr. this fall.—C. E. Jones, Mission Hill.

Milbank, S. D.—The elvtr. of the Reliance Elvtr. Co. has been opened with A. A. Anderson, formerly mgr. of the Friedrich-McIntyre Co., in charge.

Wakona, S. D.—Ed. Clare is now agt. of the Reedy Grain Co. and Andrew Peterson, for F. M. Slagle & Co.—S. B. Stockwell, mgr. Farmers Co-op. Elvtr. Co.

Worthing, S. D.—New mgrs. here are E. Bradshaw for Wm. Bradshaw & Sons, and O. B. Jones for the Hunting Elvtr. Co.—Ross Leavitt, mgr. C. J. Leavitt.

Stickney, S. D.—L. R. Monell is now mgr. of the Hunting Elvtr. Co. and R. A. Hatch of the South Dakota Grain Co.—A. P. Monell, mgr. Wait & Dana.

Artesian, S. D.—The Farmers Grain Co. has repaired its elvtr. and installed an automatic scale. I am now mgr. of the Artesian Elvtr. Co.—E. W. Jones.

Spencer, S. D.—The Truax Grain Co. has succeeded S. Frederichs, Ezra Frobish, mgr. J. E. Ryan has succeeded Stoltenberg & Ryan.—Farmers Elvtr. Co.

Java, S. D.—H. Bauder is now agt. for the Crown Elvtr. Co. and M. Gherki has charge for Potter, Garrick & Potter.—W. F. Ewald, agt. Geo. C. Bagley Elvtr. Co.

Wilmot, S. D.—The Independent Elvtr. Co. has not opened its house so far this season. We have bot the elvtr. of the C. E. McGowan Estate.—S. P. Peterson, agt.

Bonilla, S. D.—New agts. here are August Swenson for the Bonilla Elvtr. Co. and J. Weeks for the Columbia Elvtr. Co.—F. B. Kiahnan, agt. Siberz Bros. & Craig.

Bradley, S. D.—New agts. are John Haugen for the Farmers Merc. Elvtr. Co. and Lorence Tokhiem for Wm. Hart.—R. T. Hannah, agt. McCaull Webster Elvtr. Co.

Herreid, S. D.—E. K. Over has leased the elvtr. of Starr Christensen & Timmerman. Jos. Ausenbauer is now mgr. of the Herreid Mlg. Co.—H. Herbold, mgr. J. G. Brady.

Harrisburg, S. D.—H. E. Ellens is now mgr. of the Farmers Elvtr. & Supply Co. I succeeded E. Wardell as mgr. of the Hunting Elvtr. Co., Aug. 1.—Con. M. Mahon.

Britton, S. D.—The elvtr. of the Powers Elvtr. Co. has been repaired, a cupola being added. An engine room and office building and new coal sheds have also been built.

White Rock, S. D.—New agts here are Levi Anderson with the Crown Elvtr. Co., Axel Severin for John Hockenson and O. A. Johnson, Miller Elvtr. Co.—S. E. Oscarson Co.

Trent, S. D.—R. H. Underwood will probably not operate his house this year as he intends to turn it over to the Farmers Elvtr. Co. in case it is organized.—S. M. Sorenson.

Castlewood, S. D.—F. G. Davis is now agt. for G. W. VanDusen & Co. Chas. Adams is managing his own elvtr. and I am agt. for the Atlas Elvtr. Co.—P. S. Kallemeyer.

Watertown, S. D.—H. R. Todd is now agt. for the Pacific Elvtr. Co. and Thos. McBath has succeeded Thos. McBath & Selmsner.—Jno. W. Selmsner, mgr. G. W. Van Dusen & Co.

Jefferson, S. D.—The Tiedeman Elvtr. Co. has succeeded the Jefferson Mill Co. O. M. Johnson is agt. John Manley is agt. for J. J. Mullaney.—C. J. Brown, mgr. Farmers Elvtr. Co.

La Bolt, S. D.—The Northwestern Elvtr. Co., having lost its elvtr. by fire July 12, bot the elvtr. of the McCaull-Webster Elvtr. Co. and has had it repaired and put in shape for grain.

Mellette, S. D.—New mgrs. at this station are Gilbert Hyammen for the Columbia Elvtr. Co., N. Bennett for C. M. Howe & Son and myself for the Farmers Elvtr. Co.—G. W. Gange.

Montrose, S. D.—C. H. Beach, formerly mgr. of the Farmers Elvtr. Co., is on the road for T. M. McCord Co., and I having lost my elvtr. by fire Jan. 15, will succeed him. New agts. here are John McCue for A. H. Betts, Ed. Landers for Hubbard & Palmer and Thos. Rosser for Schaeffer Bros. & Co.—A. C. Cross.

Onaka, S. D.—We have taken over the elvtr. of the Onaka Grain Co. F. N. Kohloff, prop. The De Mersseman Elvtr. will not be opened this season.—T. F. Cooney, mgr. Farmers Elvtr. Co.

Elk Point, S. D.—Thos. Welsh has succeeded P. C. Peterson as agt. for the McCaull-Webster Co., Mr. Peterson having gone to Geddes as mgr. for M. King at that station.—C. E. Fitz Simons.

Tripp, S. D.—The Carlon Elvtr. Co. has bot the elvtr. of the Perry Elvtr. Co. Birt Chamberlin is mgr. The house they used to operate here has not been opened this year.—J. C. Raugust & Co.

Sioux Falls, S. D.—W. Z. Sharp has leased the I. C. Elvtr. formerly operated by J. C. Walters & Son; R. B. Meldrum, formerly mgr. of Larkin & Metcalf, is mgr.—W. A. Mills Grain Co.

Ramona, S. D.—We have succeeded Larkin & Metcalf at this station. D. J. O. Connell has bot one of the elvtrs. of the Ramona Farmers Elvtr. Co.—Ed. Eklund, agt. Madison Mill & Grain Co.

Webster, S. D.—The mixing house of the Farmers Union Elvtr. Co. is being repaired and will be put in operation at once with Garfield Beach of Waubay, as the successor of mgr. R. E. Van Vleet.

Naples, S. D.—C. Ostroot is now mgr. for E. W. Ketchum, the elvtr. having been opened recently. Ed. Hiser is the new mgr. for D. E. Stoddard who has succeeded W. I. Thompson.—B. B. Grain Co.

Forestville, S. D.—The elvtr. of McIntyre & Frerich Co. is not running and the agt. of the Northwestern Elvtr. Co. has not been engaged. I am agt. for the McCaull-Webster Elvtr. Co.—P. P. Gunnison.

Florence, S. D.—The Thompson Grain Co. has succeeded the Jones Bros. Grain Co. and Atwood Stone has succeeded the Hayden Bros. Elvtr. Co. J. Morsie is the agt.—H. P. Gale, agt. Pacific Elvtr. Co.

Plankinton, S. D.—J. A. Johnson of the Gann Valley Land & Stock Co. has bot the elvtr. of the Reliance Elvtr. Co. and will install a new engine and remodel the house.—W. E. Moore, agt. Wait & Dana.

Summit, S. D.—The Empire Elvtr. Co. has gone out of business at this station, moving the house to Sheid. The elvtr. of the Farmers Elvtr. Co. has not been opened.—A. Jydstrup, agt. Geo. P. Bagley Elvtr. Co.

Crandon, S. D.—We are building a 25,000 bus. elvtr. and will equip it with man-lift, automatic scale and cleaner. We will handle coal and flour as well as grain.—G. G. Stahl, mgr. Crandon Farmers Elvtr. Co.

Wood, S. D.—Von Seggern Bros. & Utz Co. incorporated to operate an elvtr. and conduct a lumber yard; capital stock \$12,000; incorporators Fred H. and Carl D. VonSeggern of Gregory and Karl Utz of Wood.

Alexandria, S. D.—New agts. here are W. S. Broderick for A. H. Betts, Fred Ripke for the So. Dakota Grain Co., J. F. Pinches for the New Farmers Grain Co. and myself for the Shannard Elvtr. Co.—D. M. Mead.

Egan, S. D.—The elvtr. of the Cargill Elvtr. Co. is closed. Henry Wilson has leased the elvtr. of the Denhart Grain Co. and L. M. Lien is the new agt. of the Farmers Elvtr. Co.—J. Manson, agt. Sterling Grain Co.

Howard, S. D.—We have succeeded J. P. Jarsen & Co. Feller Bros. have succeeded Larkin & Metcalf, D. Theophilus has succeeded the Thompson Elvtr. Co. New mgrs. are W. Sheely for Farmers Elvtr. Co., P. E. Grasser for D. McKinnon.—Miner County Mlg. & Light Co.

Freeman, S. D.—M. K. Hofer has bot the elvtr. formerly operated by C. Fredericks and sold to the Merchants State Bank. He has put a new foundation under the elvtr. W. H. Bowman, formerly agt. of the Farmers Elvtr. Co., is mgr. Dan Nuruh is agt. for M. Wollmann. I have raised my elvtr. and have put in a concrete foundation and cement floors.—A. A. Wollmann.

Wetonka, S. D.—We have succeeded the Hawkeye Elvtr. Co. of which I was agt. We will install a 25-h.p. gas engine. E. B. Friel is now mgr. of the Wetonka Farmers Elvtr. Co.—J. P. Lynch, mgr. Lorber & Lynch.

Parkston, S. D.—The Farmers Elvtr. Co. has succeeded the Farmers Traffic Ass'n, and has been incorporated for \$25,000. Gottlieb Wenzel is pres. of the company, J. A. McClain, sec'y, and John Neubel treas.—J. W. Straup, mgr.

Oldham, S. D.—The Bennett Grain Co. of Flandreau will build a 20,000-bu. elvtr. The Farmers Elvtr. Co. has installed electric lights and intends to run day and night when the rush begins.—John Loesch, agt. W. I. Thompson.

Lesterville, S. D.—Frank Bros. bot the elvtr. of C. J. Dickson last fall and have leased it to the Decker Elvtr. Co. of Menno. Wm. Fischer is mgr. F. W. Klinkner is now mgr. of the McCaul-Webster Elvtr. Co.—Rokusek & Kremer.

Kidder, S. D.—The Norman & Mohn Elvtr. Co. has succeeded the Kidder Elvtr. Co. Erick Aspen is mgr. for the Brown Co. Farmers Elvtr. Co. This company opened a new house Sept. 10.—Robt. J. Loudon, agt. Cargill Elvtr. Co.

Dell Rapids, S. D.—We have leased the elvtr. of the McCaul-Webster Elvtr. Co. and will operate it with our own, having a combined capacity of 38,000 bus. Wm. McFarland is mgr. for the D. Rothschild Grain Co.—Fields & Slaughter Co.

Pierpont, S. D.—We have succeeded the Exchange Grain Co. New mgrs. here are Edw. Kambestad, of the Columbia Elvtr. Co., H. G. Raffel, of the Empire Elvtr. Co. and P. Poolson of the National Elvtr. Co.—Henry Myron, mgr. Pacific Elvtr. Co.

Mission Hill, S. D.—C. R. Kerr, formerly mgr. of the Farmers Elvtr. Co., is a stockholder in the recently incorporated Fullerville Grain Co., which will operate at this station. Mr. Kerr has already obtained a site here for a portable elvtr.—C. E. Jones.

Yankton, S. D.—H. De Camp has nearly completed his new elvtr. on the G. N. tracks, the old elvtr. having been torn down. L. E. Swatman is the new agt. for the Hawkeye Elvtr. Co. and I am now in charge of the McCaul-Webster Elvtr. Co.—H. E. Pasek, agt.

Claremont, S. D.—The 35,000-bu. elvtr. of the Farmers Elvtr. Co., now under construction, will have 16 bins, one stand of elvtrs., 8-h.p. Fairbanks Morse Gasoline Engine, 22-ft., 6-ton dump scale, 100-bu. hopper scale and Monitor Cleaner. The foundation is of concrete and a 7-bin coal shed will also be built and equipped with a 14-ft. 5-ton Fairbanks Morse Wagon Scale.

Groton, S. D.—Geisler Bros., of Frederick, have bot the elvtr. of Townsend & Meyer. The Western Elvtr. Co. is not operating here this season and the elvtr. of the Northern Grain Co. has been dismantled and the company is not buying here. New agts. are Chas. Adams for the Merchants Elvtr. Co. and Henry Klug for the Ferney Farmers Elvtr. Co.—Groton Mfg. Co.

TENNESSEE.

Memphis, Tenn.—I am again in my office after several weeks vacation in Colorado and Wisconsin.—E. W. Wyatt.

Memphis, Tenn.—The Union Elvtr., a public elvtr. and warehouse in the hands of receivers for the last two years, will be sold. Edgar-Morgan Co. and L. P. Cook now occupy it.

Fayetteville, Tenn.—The Smith Grain Co. will replace its plant burned May 2 with a new building 75x100 ft., equipped with the latest machinery to be operated by electric power.

Memphis, Tenn.—The Interstate Commerce Commission has recently decided in favor of Memphis in regard to securing better railroad shipping rates, the railroads having been discriminating against Memphis in this regard in the past.

Memphis, Tenn.—The United Feed & Grain Co., which recently filed for incorporation, has been granted its charter.

Memphis, Tenn.—J. B. Horton & Co. will build a 200x90 ft. warehouse of 100 cars capacity, for private and public storage of hay and grain, to be known as the Merchants Warehouse. It will be erected on the I. C. right of way and space will be reserved for an elvtr. building.

Memphis, Tenn.—R. P. Ransom, recently admitted to membership in the Merchants Exchange, is operating a grain commission business handling corn, oats and millfeeds with offices in the News-Scimitar Bldg. Mr. Ransom had been engaged for 25 years in the wholesale grocery and brokerage business in Greenville, Miss.

Memphis, Tenn.—The Merchants Hay Corporation, incorporated; capital stock \$5,000; incorporators E. A. Ryerson, S. A. Kohlbray, J. C. Postal, L. P. Ryerson and M. C. Ketchum. Two of the incorporators were members of the Ryerson Grain Co., which concern will be liquidated. None is a member of the Merchants Exchange.

Memphis, Tenn.—The specifications and plans for the 35,000-bu. elvtr. of the Edgar-Morgan Elvtr. Co. have been completed. The plant will be of wood construction with a reinforced concrete basement; the warehouse and elvtr. is 178x119 ft. and elvtr. proper 28x36. It will have 2 sets of feed mixers and 24 special bins for feeders. The equipment will include 4 elvtr. legs, Nordyke & Marmon Mills, Fairbanks-Morse Hopper Scale and all machinery will be driven by electric power. Kauchers, Hodges & Co. will build the plant.

NASHVILLE LETTER.

S. S. Kerr is remodeling his old warehouse for shelling corn and will install a new Western Sheller.

The firms of W. R. Tate and Logan & Co. have been consolidated and have opened an office in St. Louis under the name of Tate, Logan & Co. with Mr. Logan in charge.

The site of the elvtr. of the Hughes Warehouse Elvtr. Co. which burned May 21, with a loss of \$200,000 has been sold by the Central Elvtrs. & Warehouse Co. owners, for \$19,000.

The Grain Exchange is anxiously awaiting the settlement of its case regarding re-shipping and reconsignment privileges now before the Supreme Court, having received a favorable decision by the Interstate Commerce Commission.

W. M. Waterfield, mgr. of the Neil-Shofner Grain Co., who has been with the Union City Elvtr. Co., Union City, since the wheat movement began, reports movement just about over, is waiting for the corn harvest, which will commence about Oct. 15th. Wheat crop about ½ of last year; fair average grade. Corn crop will be immense.

TEXAS.

Hearne, Tex.—The grain warehouse of Dillard & Co. burned at 12:30 a. m., Aug. 23.

Comanche, Tex.—The Comanche Grain & Elvtr. Co. has installed a peanut huller at its plant.

Broome sta., Sterling City p. o., Tex.—The Farmers Elvtr. Co. has built a 35,000-bu. elvtr. at a cost of \$3,000.

Abilene, Tex.—The Sleeper-Rice Co. will succeed the Sleeper Grain Co., Paul Rice having bot a half interest in the business.

Fort Worth, Tex.—The executive com'te of the Texas Grain Dealers Ass'n will hold a meeting in the office of Sec'y Gibbs, Sept. 10.

Exports of grain at Galveston during August amounted to 1,073,440 bus. of wheat; compared with no shipments in August, 1911. Exports since Sept. 1, 1911, include 1,129,440 bus. of wheat, 10,000 of corn and 25,713 bus. of kafir corn; compared with 7,965 bus. of wheat, 328,517 bus. of corn and no kafir corn, during the corresponding period of 1910-11.—Jno. H. Upschulte, chief inspector Board of Trade.

Fort Worth, Tex.—Judge C. K. Bell has applied for an associate membership in the Grain & Cotton Exchange.

Denison, Tex.—The Denison Grain Co. has filed an amendment to its charter, increasing its capital stock from \$60,000 to \$75,000.

Greenville, Tex.—Weathers Grain Co. incorporated; capital stock \$6,000; incorporators J. T. Campbell, Hugh Horn and H. T. Weathers.

Crowell, Tex.—The Bell Grain Co. will thresh kaffir and maize at its elvtr. and expects to ship large quantities. A Muncie Oil Engine and cleaner are being installed.

Temple, Tex.—The Childress Grain & Elvtr. Co. is making extensive improvements in its plant, building a large warehouse and installing a 3,000-bu. per day corn sheller.

McAllen, Tex.—The Hidalgo Grain Co. has been dissolved, Mr. Randolph taking over the stock. He will continue business in the building formerly used by the McAllen Grain & Implement Co.

Fort Worth, Tex.—James W. Lawson, grain and feed dealer, has filed a voluntary petition in bankruptcy; scheduling his assets at \$550, which is exempt and his liabilities at \$1,331.40.

San Antonio, Tex.—Allison Mayfield of the Railroad Commission, says: The Commission has reason to believe from all indications that the car shortage in Texas during the coming season will be more serious than ever before and to relieve as far as possible the threatened congestion the Commission desires to urge the importance of the observance of the following points: 1st, the loading of cars as soon as placed. 2d, the loading as near capacity as practicable; and, 3d, the unloading of all cars immediately and the notification of the railroad companies as soon as released.

WASHINGTON.

Waitsburg, Wash.—Electric power will deplace the gasoline equipment used in the grain warehouse of the Preston-Shaffer Mfg. Co.

Warner sta., Oakesdale p. o., Wash.—The warehouse of Kerr-Gifford Co., containing 6,000 bus. of wheat, recently burned. The wheat had been held in storage for the last three years for Henry Goddard. The plant will be rebuilt at once.

Mohler, Wash.—The Farmers Union Warehouse Co. has won a 12-yr. fight against the Gt. Nor. Ry. Co., the state supreme court deciding in favor of the complainants and terminating the discrimination which has been maintained against the town, which was once one of the largest wheat shipping stations in the Big Ben country. The railroad endeavored to buy land from the owners of the townsite for additional sidetracks, and a figure was set which was considered exorbitant. The existing sidetracks were then torn up and new towns started at Downs and Grant, each side of Mohler, for diverting its business. When the railroad commission was established it ordered the Gt. Nor. to restore its sidetracks, which was done, but the Farmers Union Warehouse Co. was refused a site upon the property of the company for establishing its warehouses in 1908, and, when it built upon other land, and constructed a spur to the Gt. Nor. tracks, the railroad refused to handle wheat stored there, even after ordered to do so by the railroad commission. The supreme court decision ordains that it must do so.

WISCONSIN.

Fond du Lac, Wis.—Wm. C. Reinig, head of the Fond du Lac Malt & Grain Co., suffered a stroke of paralysis, Aug. 31. He appeared in his usual health during the day and evening, but complained of being ill about midnight and suffered the stroke soon afterward. His whole right side is affected.

Kaukauna, Wis.—An addition to the elvtr. is being built by Marshall & Hummel.

Wonewoc, Wis.—The Farmers Elvtr. Co. has been organized with a capital stock of \$10,000.

Oconto, Wis.—A. Pierre has installed a new grain cleaner of 400 bus. per hour capacity.

Prescott, Wis.—The elvtr. of the M. T. Dill Grain Co. was damaged by fire to the extent of \$200.

Portage, Wis.—I. W. York & Co. are equipping their elvtr. with a Hall Signaling Grain Distributor.

Anson sta., Chippewa Falls p. o., Wis.—The elvtr. of the Farmers Produce Co. at this station has been finished.

Howard sta., Albertville p. o., Wis.—The elvtr. of the Farmers Produce Co. has been finished and Mgr. Anderson is receiving grain.

Maplewood sta., Sawyer p. o., Wis.—We are just completing a 15,000-bu. elvtr. here and will be ready for business Sept. 10.—H. C. Perry, of Froemming & Perry.

Reedsburg, Wis.—Having been in business at this point since 1880, we have retired and were succeeded Aug. 1 by the Reedsburg Farmers Co.—Harris & Hosler.

La Crosse, Wis.—The first and second floors of the feed mill of the Thomas-Phalen Co., recently collapsed carrying 1,000 bus. of wheat to the basement. The accident occurred during the noon hour while most of the men were out of the building.

MILWAUKEE LETTER.

The Steamer "Schlesinger" loaded 50,000 bus. of new barley destined for Buffalo on Aug. 3; believed to be the first cargo of new barley shipped down the lakes this year. The shippers were Morris-Parry Grain Co.

The following were admitted to membership in the Chamber of Commerce during August: Henry A. Rumsey, Lee M. Powell and F. C. Tenny. The following memberships were transferred: Thos. E. Cootey, dec'd and H. G. Atwood.—H. A. Plumb, sec'y.

Geo. A. Schroeder, mgr. of the freight bureau of the Chamber of Commerce, has announced that on account of the early closing hours of Saturday, switching and re-consignment orders for grain on that day, must reach the local freight office of the railroads not later than 2 p. m.

Receipts of grain at Milwaukee during August included 1,658,300 bus. of wheat, 589,900 of corn, 1,150,200 of oats, 603,200 of barley and 102,300 of rye; compared with 1,406,250 bus. of wheat, 689,300 of corn, 776,900 of oats, 1,761,200 of barley and 196,860 bus. of rye received during August, 1911. Shipments during the month included 817,611 bus. of wheat, 326,193 of corn, 614,643 of oats, 86,533 of barley and 17,500 of rye; compared with 731,176 bus. of wheat, 332,258 of corn, 418,331 of oats, 198,463 of barley and 24,380 bus. of rye shipped during August, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

An arrangement has been made with the C. M. & St. P. Ry. Co., operating Elevator "A" whereby warehouse receipts will be issued for No. 1 and No. 2 northern wheat which is subject to dockage, for the net amount of cleaned wheat, in accordance with the dockage determined by the inspection dept. Wheat delivered out on such receipts will be for the amount of cleaned wheat, equal to the face of the receipt. Across the face of receipts for grain placed in the elevator for special bin storage, the elevator office will stamp the words, "Special Bin," and upon receipts for grain for regular delivery on contracts will be stamped the words, "Regular Delivery." On wheat of the contract grades placed in "Special Bin," a receipt will be issued showing the grade of the wheat and the amount of the dockage placed upon it by the inspection dept.—H. A. Plumb, Sec'y Chamber of Commerce.

Interest on advances under the rules of the Chamber of Commerce has been fixed at the rate of 6% for the month of September.

The banquet tendered to the survivors of the Twenty-fourth Wisconsin Volunteers on the evening of Sept. 5th, by the Chamber of Commerce was marred by the death of Lieut. General Arthur MacArthur, who passed away while delivering his address. Capt. E. B. Parsons, for many years a member of the Chamber who was presiding at the banquet, was stricken and is reported to be suffering from a slight stroke of paralysis. Lieut. General MacArthur left for the front on Sept. 5, 1862, as an Adjutant in the old Chamber of Commerce Regiment, and died on the 50th anniversary of that date, as a retired Lieut. General of the United States Army.—H. A. Plumb, sec'y Chamber of Commerce.

WYOMING.

Douglas, Wyo.—An elvtr. will be built at this station.

Cheyenne, Wyo.—The Farmers Co-op. Grain Co. will build an elvtr. W. H. Cramer has the contract.

Pine Bluffs, Wyo.—T. J. Rutledge and John Fisher are interested in the organization of the Farmers Elvtr. Co. at this point.

Burns, Wyo.—The Farmers Elvtr. Co., with a capital stock of \$5,000, has been organized and has bot the Noyes' Warehouse, which will be remodeled and moved to the railroad tracks, where a frontage has been secured.

Pine Bluffs, Wyo.—The Frontier Mfg. & Elvtr. Co. has completed Elvtr. No. 1 which replaces the elvtr. burned last February. The new house is up-to-date in every way and its equipment includes a Fairbanks Wagon Scale, automatic scale and cleaner.

The Russian Ministry of Finance has asked the private banks of the empire to assist in checking excessive speculation, thru refusing large advances on grain and refraining from the granting of long credits.

Foodstuffs in Berlin have reached the highest point in fifty years. Hams are from 37 to 47 cents a pound; porterhouse steak 67 cents; veal steak 62 cents; pork chops 49 cents. Wheat flour is 9 and 10 cents a pound.

Considerable wheat grown in the United States is being ground into flour, in bond, by the Maple Leaf Milling Co., Ltd., at its Port Colborne, Ont., mill. This is the first time in several years that Canadian mills have ground any United States wheat. The reason is because of the shortage of old crop wheat in Canada, coupled with a late harvest.

The feasibility of government aid in the construction of roads thruout the country, including the desirability of the establishment of certain government roads, will be the subject of an investigation by a commission appointed by Congress. The commission consists of the following: Senators Bourne, Penrose, Gronna, Swanson and Overman; Representatives Snackleford, Lee, McGillicuddy, Mann and Austin.

Mr. Harcourt, British sec'y of state for the colonies, tells a story of a promoter who called on a rich American to float a rubber company in North Borneo. The Yankee was favorably impressed. He asked:

"How many trees have you?"

"We have not got any trees."

"How much land have you?"

"We have no land."

"What, then, have you got?" asked the amazed American.

"I have a bag of seeds," returned the promoter, composedly.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

The energies of the trade are occupied in the marketing of the crop of small grains. The volume of receipts is large and so is the distribution. Values in the United States have been adjusted to those in Europe, so that there is an enormous absorption of wheat and oats, and both are on the best commercial bases they have been in years.

Lake freights are the highest at this season they have been in years, and ocean freights have increased 100% in the last 60 days. These conditions accentuate the big demand there is for food products.

Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.

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GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Erie in A4458 quotes grain rates from Illinois and Indiana points to C. F. A. points, effective Sept. 11.

Big Four in Sup 3 to 833H quotes grain rates from its stations and connections to eastern points, effective Oct. 1.

C. N. O. & T. P. in RB2959 quotes rates for switching and elevation of grain at Cincinnati, O., effective Sept. 20.

L. E. & W. in 927B gives rules governing the shelling of corn in transit at its stations and connections, effective Sept. 15.

Erie quotes grain rates, effective Sept. 11, from Boone, Grove, Crown Point, Hurlburt, Palmer and Winfield, Ind., to Chicago, 5.5c.

P. C. C. & St. L. in Sup 5 to P403 quotes rates on grain and grain products from its stations and connections to C. F. A. points, effective Sept. 15.

C. & N. W. in Sup 4 to GFD7015A quotes grain rates between South Dakota points and stations on its own road and connections, effective Sept. 12.

C. R. I. & P. quotes rates from East St. Louis, Ill., to St. Louis, Mo., originating beyond, to Hart and Hulbert, Ark., wheat 13c, corn 12c, effective Oct. 2.

Big Four in Sup 5 to 832Q quotes rates on grain and grain products from its stations and connections to interior eastern and Canadian points, effective Oct. 1.

C. St. P. M. & O. in Sup 11 to GFD150A quotes rates on grain products from St. Paul, Minneapolis and Minnesota Transfer, Minn., to points in Iowa, effective Sept. 15.

C. R. I. & P. 18361G quotes rates on grain and grain products cleaned, dried, graded, milled, manufactured, shelled or mixed at its stations, effective Sept. 25.

C. R. I. & P. in Sup 1 to 28600 quotes grain and grain product rates from Iowa, Kansas, Missouri, Nebraska and Oklahoma points to Arkansas points, effective Sept. 30.

C. & E. I. in Sup 20 to 622A quotes rates on grain and grain products from its stations to northern, southern, eastern and western and Canadian points, effective Sept. 12.

Wabash quotes a wheat rate from Chapin, Morgan and Neely's, Ill., to Cairo, Ill., and Evansville, Ind. (destined southeastern or Carolina territory) 10c, effective Sept. 24.

C. G. W. in Sup 4 15390 quotes local and joint freight tariffs on commodities between Chicago or St. Louis and Dubuque, Ia., effective in state Aug. 30; interstate Sept. 30.

M. P. quotes rates to Chicago and points taking same rates from South Coffeyville, Okla., wheat 20½c, corn 18½c, from Howden, Okla., to Chicago and points taking same rates, 21c.

K. C. Sou. in Sup 1 to 89B gives rates on grain and grain products between Kansas City, Mo., Kan., Missouri river points and its stations and those of the K. C. & M., effective Sept. 13.

C. P. & St. L. quotes rates on milo maize, oats, barley, buckwheat, corn, kafir corn from Anderson, Andrews, Athens, Atterbury and Bath, Ill., to Indianapolis, Ind., 10c, effective Sept. 23.

P. M. will quote a rate from Chicago, Milwaukee, Manitowoc, Kewaunee, Wis., and Wellsboro, Ind., to St. John, West St. John, St. Stephen, and St. Andrews, N. B., 23c, effective Sept. 13.

C. R. I. & P. in Sup 1 to 19700D quotes rates on grain and grain products between St. Paul, Minneapolis and Minnesota Transfer, Minn., and stations in Iowa, Minnesota and Oklahoma, effective Oct. 4.

C. B. & Q. in Sup 6 to GFO1346D quotes rates on grain and grain products between Chicago, Peoria, Ill., and its stations and those on the Rock Island Sou. in Illinois, effective state Aug. 15; interstate Sept. 15.

Vandalia in Sup 8 to ICC 2586 quotes rates on grain and grain products from its stations to Alabama, Florida, Illinois, Indiana, Louisiana, Minnesota, Mississippi, Missouri, Ohio and Tennessee points, effective Sept. 15.

C. R. I. & P. in 17020B quotes grain and grain product rates between Chicago, Joliet, Peoria, Ill., St. Louis, Mo., East St. Louis, Cairo, Gale and Thebes, Ill., also stations in Illinois, Missouri and Arkansas, effective Oct. 2.

C. I. & Sou. quotes a rate on flaxseed from Chicago and Kankakee, Ill., to Allegheny, Pa., Buffalo, N. Y., 12c; Cleveland, O., 9.5c; Dayton, O., 6c; Fort Wayne and South Bend, Ind., 4.5c; Toledo, O., 7.5c, effective Sept. 15.

C. R. I. & P. in Sup 4 to 12349D quotes rates on grain and grain products from stations in Iowa, Minnesota and South Dakota on the Rock Island and St. P. & K. C. S. Line to Arkansas and Louisiana points, effective Sept. 30.

P. M. in Sup 10 to 3332 quotes rates on grain and grain products from its stations and connections to New York, Boston, Philadelphia, Baltimore, Montreal and other eastern, New England, Virginia and Canadian points, effective Sept. 13.

C. B. & Q. quotes rates on grain and grain products from Mt. Morris, Md., and Forreston, Ill., to Metropolis, Brookport, Cairo, Mounds, Ill., and Evansville, Ind., when for points in Carolina and southeastern territory, 11c, effective Sept. 18.

A. T. & S. F., in Sup 16 to 7124B quotes rates on grain and grain products between its stations in Illinois, Iowa, and Missouri and its stations in Illinois and Iowa, also Peoria, Ill., and points, on connecting lines, state Aug. 16, interstate Sept. 27.

L. E. & W. in Sup 15 to 501B quotes rates on grain and grain products from Bloomington, Crandall, Peoria and Pekin, Ill., proper, and from beyond, also from its stations and connections to C. F. & A. points, state Aug. 29, interstate Sept. 20.

C. R. I. & P. in Sup 14 to 27537 quotes rates on grain and grain products from its stations in Illinois and Iowa, also re-shipping rates from Peoria and Pekin, Ill., to Massachusetts, New York, Pennsylvania, Maryland and Canadian points, effective Sept. 16.

I. C. in Sup 2 to 7247C announces a new rate on alfalfa meal, brewers dried grain, brewers refuse, cottonseed meal, malt sprouts and mill stuff from East St. Louis, Ill., to Milwaukee, Wis., and Waukegan, Ill., 9c. State, effective Aug. 10. Interstate Sept. 15.

N. P. will quote a rate Sept. 15 on feed, millet seed, flaxseed and articles taking same rate between St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Oak, Pearl and South Stillwater, Minn., and Allouez, Cutter, Amnicon, Wentworth, Poplar and Wiehe, Wis., 10c.

Penn quotes rates on grain and grain products to Akron and Columbus, O., from Apple Creek, O., 4½c, to Columbus, O., from Bangs, O., 5c; to St. Louis, Mo., and East St. Louis, Ill., from Akron, O., 13c; to Terre Haute, Ind., from Akron, O., 10c, effective Sept. 15.

M. & St. L. in Sup 2 to 1650A quotes rates on wheat, corn, oats and rye, milled, cleaned, mixed or shelled in transit, from its stations in Iowa, Minnesota and South Dakota to Chicago, Peoria, Ill., Milwaukee, Wis., St. Louis, Mo., and points taking same rates, effective Sept. 23.

C. B. & Q. in GFO9467A gives a wheat rate from Kansas City, Mo., Atchison, Kan., Leavenworth, Kan., St. Joseph, Mo., when originating beyond to Peoria, Ill., 10½c; from St. Paul, Minneapolis, Minnesota Transfer, Minn., Winona, Minn., and La Crosse, Wis., when originating beyond to Peoria, Ill., 10c, effective Sept. 10.

Mo. Pac. in Sup 4 to 2102B announces a new rate on grain and grain products from Colorado, Kansas, Missouri, Nebraska and Oklahoma points to Arkansas, Missouri and Oklahoma points, effective Sept. 23.

C. & N. W. in Sup 47 to G. F. D. 11100 quotes rates on wheat and corn between Omaha and South Omaha, Neb., and Iowa points, also on grain to points in Iowa from Omaha, South Omaha, Neb., Council Bluffs and Missouri Valley, Ia., when originating beyond, effective Sept. 12.

Vandalia quotes rates on barley, buckwheat, kafir corn, pop corn (on the ear or when shipped bags, barrels or in bulk, shelled) from Allentown, Armstrong, Atlanta, Borton, Center, Chesterville, Ill., to New Orleans, La., 18c; corn products from Indianapolis, Ind., to Traverse City, Mich., 14c.

C. & E. I. announces a rate on corn, oats and barley from Danville, Ill., to St. Paul, Minneapolis and Minnesota Transfer, Minn., 15c. Wheat from Chicago to Casey, Effingham, Greenup, Homer, Jewett, Marshall, Martinsville, Montrose, Teutopolis, Vevay Park and Woodbury, Ill., 8c, effective, Sept. 14.

M. & O. in 7365 quotes rates on grain and grain products from Cairo, Ill., to Alabama, Louisiana and Mississippi points, and also gives rules governing re-shipping privileges on grain and grain products and milling in transit privileges on grain and grain products at Cairo, Ill., effective Sept. 14.

G. N. quotes rate on durum wheat from Duluth, Minn., and Superior, Wis., to Anoka, Minn., 5c; between Avoca and Williston, N. B., and St. Paul, Minnesota Transfer, or Minneapolis, Minn., and points taking same rates, flaxseed or millet seed, 19.5c; grain and articles taking same rates as wheat and corn, 18.5c.

Mo. Pac. in Sup 16 to 1340A quotes grain and grain product rates between St. Louis, Mo., East St. Louis, Peoria, Chicago, Ill., St. Paul, Minneapolis, Minnesota Transfer, Minn., and points taking same rates to points in Colorado, Kansas, Missouri, Nebraska, and Oklahoma, also between points in Missouri, effective Sept. 20.

C. I. & L. 4755 and 4756 quotes joint and proportional freight rates on grain, and carloads from Chicago, Englewood, Ill., Hammond, Ind., Hegewisch, Pullman Jct., and South Deering, Ill., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada, effective Aug. 15.

M. K. & T. quotes rates effective Sept. 3 between Peoria, Ill., and Hannibal and Rensselaer, Mo., corn 9½c, linseed meal 9½c, wheat 11c, flaxseed and millet seed 10c, hemp seed 13½c; between Chicago and Hannibal and Rensselaer, Mo., corn and linseed meal 11c, wheat 12½c, flaxseed and millet seed 12½c, hemp seed 16c.

C. & E. I. in Sup 21 to 622A quotes local, joint and proportional rates on grain and grain products, also on broom corn and seeds from its stations to New York City, Boston, Rockland, Me., Stanstead, P. Q., Montreal, Philadelphia, Baltimore, Norfolk and Richmond, Va., Albany and Utica, N. Y., and Cumberland, Md., effective Sept. 12.

M. C. in Sup. 3 to 9078 in connection with participating carriers, gives an amendment to the local, joint and proportional commodity tariff on grain and grain products and articles taking grain product rates from its stations west of the Detroit and St. Clair rivers to eastern United States and Canadian basing points, effective Aug. 15.

C. & E. I. in Sup 20 to 622-A announces local, joint and proportional rates on grain and seeds from its stations to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Illinois, Indiana, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin and points in the Dominion of Canada, effective Sept. 12.

C. & N. W. quotes a rate on barley to St. Louis, Mo., and East St. Louis, Ill., from Byron, Minn., 17.5c, Chatfield, Minn., 17c, Chester, Dodge Center, Douglas, and Rochester, Minn., 17.5c, effective Sept. 20.

C. R. I. & P. in Sup. 7 to No. 28675 quotes local, joint and proportional rates on grain, grain products, broom corn, seeds and carloads between Missouri river common points, St. Louis, Mo., East St. Louis, Ill., stations in Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska and Oklahoma and stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, effective Sept. 20.

M. C. in Sup 7 to 9073 amends local, joint and proportional commodity freight tariff on grain and grain products and car loads from its stations and those on connecting lines to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Ontario, Pennsylvania, West Virginia and Wisconsin; also from its stations to Detroit, Mich., and Toledo, O., effective Oct. 1.

C. M. & St. P. quotes a rate on wheat, corn, oats, barley, rye and articles taking same rates to Wells, Mich., from Corliss, Ill., 17½c, Division Street, Elsmere and Hanson's Park, Ill., 17½c; barley, corn, rye, oats, spelt, or kafir corn from St. Paul, Minneapolis, Minneapolis Transfer, Duluth, Minn., Superior, Wis., Winona, Minn., and La Crosse, Wis., to Lima, O., 13½c; Stanley, Ky., 17½c, effective Sept. 14.

C. B. & Q. in Sup 9 to 6786-B quotes rates supplementing joint and proportional freight tariff on grain and grain products, car loads, as described in item 4-B from its stations and those on the C. A. & DeK. R. R. in Illinois; also Missouri river points, Dubuque, Ia., to Louisiana, Mo., inclusive, to Brookport, Cairo, Metropolis, Mounds, Ill., Evansville, Ind., Cincinnati, O., Paducah and Louisville, Ky., effective Sept. 18.

E. J. & E. quotes rates effective in state Aug. 19 and interstate Sept. 20, on barley, buckwheat, corn, kafir corn, oats, rye, spelt, wheat, pop corn on the ear, or in bags or barrels, or in bulk shelled, to Hammond, Ind., Joliet, South Chicago, South Chicago 98th st., and Waukegan, Ill., from Princeton, Ill., 6½c; Bureau, DePue, Howe, Ladd, Spring Valley, Peru, La Salle, and Utica, Ill., 6½c; Ottawa and Marseilles, Ill., 5½c; Seneca, Stockdale and Morris, Ill., 5c.

C. St. P. M. & O. quotes rates between Garden City, Minn., and St. Paul, Minneapolis or Minnesota Transfer, Minn., flaxseed 11.5c, wheat and coarse grain 9c; between Garden City, Minn., and Duluth, Minn., Superior, Superior East End, Itasca, Ashland, Washburn or Bayfield, Wis., flaxseed 15.5c, wheat and coarse grains 13c; between Garden City, Minn., and Chicago, Milwaukee or Manitowoc, Wis., flaxseed 18.5c, wheat 16.5c, coarse grain 15.5c, effective Sept. 1.

C. R. I. & P. in Sup 14 to 27537 quotes joint and proportional rates on grain and grain products from its stations in Illinois and Iowa with re-shipping rates from Peoria and Pekin, Ill., to Boston, Mass., New York, Albany, Utica, Syracuse, Rochester, Buffalo, N. Y., Philadelphia, Pittsburgh, Pa., Baltimore, Md., Montreal Quebec, Can. and other eastern points, also on grain screenings and flaxseed from its stations in Illinois, Iowa, Kansas, Minnesota, Missouri and Nebraska to stations in Indiana, Kentucky, New York, Ohio and Pennsylvania, effective Sept. 16.

K. C. Sou. will put into effect Sept. 12 a new rate between Kansas City, Mo., and points taking same rates, and Dutcher, Navina, Four Corners, Lockridge, Okla., wheat 19c, corn 16c, flaxseed 22c, hemp seed 22c, broom corn 37c. To Provo and Dierks, Ark., from Kansas City, Mo., and points taking same rates: wheat and flour 25c, corn 21c; to Fort Smith, Ark., wheat 19c, corn 17c; to Texarkana, Ark.-Tex., wheat 14c, corn 12c; Shreveport, La., wheat 17c, corn 15c. Between Kansas City, Mo., and points taking same rates and Castle-ville, Cavé Springs and Colville, Ark., wheat and corn 13c, flaxseed 16c, broom corn 31c.

R. I. will make a rate on dried grain and articles taking same rates from Joliet, Ill., for export: to Baltimore, Md., 13c, Boston, 16c, Halifax, 17c, Montreal, 14c, New York, 16c, Philadelphia, 14c, Quebec, 16c, St. Johns to Baltimore for export 14½c, Boston, 17½c, Halifax, 18½c, Montreal 13½c, New York, 17½c, Philadelphia, 15½c, Quebec, 17½c, St. Johns, 17½c, effective Sept. 16.

Soo quotes grain rates between Minneapolis, Minnesota Transfer, St. Paul and Duluth, Minn., or Superior Wis., and Deap-olis, Stanton and Mannheim, N. D., 17c; between Minneapolis, St. Paul, Minnesota Transfer and Duluth, Minn., or Superior, Wis., and Expansion, N. D., grain 18c; flaxseed 19c; between Minneapolis, St. Paul, Minnesota Transfer, Minn., or Camden Place, Minn., and DeWar, Lankin, and Adams, N. D., grain and its products 13c; flaxseed and millet seed 13½c, effective Sept. 16.

Mo. Pac. quotes rates between St. Louis and Carondelet, Mo., and Beckley Spur, Kas., wheat 16½c, corn 15c, linseed meal, 15c, flaxseed 19½c, millet seed 19½c, hemp seed 24c; between St. Louis and Carondelet, Mo., and South Coffeyville, Okla., wheat 17½c, corn 15½c, linseed meal 17c, flaxseed 22c, millet seed 20c, hemp seed 25c, broom corn 25c; from Kansas City, Mo., Atchison, Leavenworth, Kas., Independence and St. Joseph, Mo., to Mont. Kuhns and Marine, Ill., wheat 10.5c, corn 9.5c, effective Sept. 20.

I. C. quotes rate on grain and grain products between East St. Louis and Belleville, Ill., and Little Rock, Ste. Genevieve, Mosher, Mo., 8c; Zell, New Offenburg, Weingarten, Miller, Sprott, Farmington Junction, Esther, Flat River, Central, Elvins, Bismarck, Farmington and De Las-sus, Mo., 8½c; grain brewers refuse, alfalfa meal, malt sprouts, and millstuff from East St. Louis, Ill., to Milwaukee and Waukegan, Wis., 9c; distillers feed from Peoria, Ill., to Milwaukee, Wis., 9c; barley, corn, oats, rye and wheat from Bangers-ville, Ind., to Cincinnati, 7c.

C. R. I. & P. in Sup. 1 to 19690-D quotes local, joint and proportional rates on grain, grain products, seeds, broom corn, hay, straw and corn husks, carloads from stations in Colorado, Iowa, Kansas, Missouri, Nebraska, New Mexico and Oklahoma to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Louisiana, Mississippi and Missouri, effective Aug. 5. "This minimum weight did not become effective Aug. 5, 1912, but is hereby suspended until Nov. 30, 1912. Pending this restoration, re-issue or cancellation of this minimum weight, the minimum weight shown in Item No. 36 of this supplement will remain in force unless lawfully changed or re-issued."

Crop conditions in France, Norway, Sweden and Iceland are poor, said James A. Patten on his return Sept. 6 from a two months' tour thru those countries. Europe will demand heavy importations of American wheat, in his opinion. Mr. Patten ascribed the poor crops in the countries visited to heavy rains, which have seriously damaged all small grain. Mills in France have closed on account of the short crop of wheat.

After sending the legislative, executive and judicial appropriation bill back to Congress two times with as many vetoes, President Taft forced Congress to pass the bill Aug. 21 with an appropriation to continue the Commerce Court until March 4, 1913. The vote in the House to override the veto was 154 to 53 against. In the Senate, however, it was found impossible to get a 2/3 vote necessary to override the veto. Conferees of the House and Senate accordingly framed a substitute bill, which contained an appropriation for the Commerce court. The substitute bill was then passed by the House.

ONE of the biggest and best crops of corn that ever happened is approaching maturity, with the ground full of moisture and with insufficient time to harden and dry out naturally.

Hess Driers

stand ready to serve you and make money for you **on that corn, also on wheat and oats now damp, in shock.**

The HESS DRIER, Model of 1913, has some good things you can't get elsewhere, such as:

All Grain visible and easily sampled.

Self-Cleaning Racks—no time wasted in cleaning them out.

Low pressure fans (½ ounce) meaning small consumption of power.

Suitable for **all kinds of grain** or seed—no wire mesh to clog.

Perfect regulation of heat to meet all requirements.

Adaptability to exhaust or live steam or part exhaust and part live, according to your needs.

No re-elevation of grain in drying and cooling—both are performed in one operation.

Cooling capacity may be increased 50% at will, when occasion requires, by simple adjustment of valves.

Continuous in operation—no time lost in filling and emptying.

An organization back of it which serves you in case of need and keeps the driers going at full efficiency.

More Grain is dried in HESS DRIERS than of all other makes combined.

All sizes for all requirements.

Hess Warming & Ventilating Co.

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Hess Moisture Testers with copper flasks and tubes—highly convenient steel stands and fully guaranteed every way—protect you in buying and selling water in grain.

Heated by gasoline, alcohol, gas or electricity.

Free Booklet.

Supreme Court Decisions

Limitation of Carrier's Liability.—A carrier cannot by contract limit its liability for loss or damage caused to an interstate shipment by the negligence of its owner or any connecting line.—*Robertson v. Southern Ry. Co.* Court of Appeals of Alabama. 59 S. South. 232.

Reserving Right to Mix Grain.—The fact that the operator of an elevator reserves the right to mix the grain of different owners has the same effect in determining its public character as though the grain were actually mixed.—*State v. Atchison, T. & S. F. Ry. Co.* Supreme Court of Kansas. 125 Pac. 98.

Carrier's Liability.—The sinking of a carrier's float containing freight while at the dock in a slip is such an event as, unexplained, creates a presumption of negligence which will render the carrier liable to the owner of the goods.—*Boyle v. Bush Terminal R. Co.* Supreme Court of New York. 136 N. Y. S. 355.

Warehousemen.—An assignee of a non-negotiable warehouse receipt cannot recover against the issuing warehouseman for conversion of the stored goods, in the absence of notice to the warehouseman of the assignment.—*Stephenville Compress Co. v. First Nat'l Bank of Stephenville.* Court of Civil Appeals of Texas. 148 S. W. 335.

Carrier's Liability.—A shipper must take possession of his goods within a reasonable time after notification by the carrier of their arrival, and, where he fails to do so, the carrier after the lapse of a reasonable time becomes liable only as a warehouseman for their loss.—*Gibbons v. Yazoo & M. V. R. Co.* Supreme Court of Louisiana. 58 South. 505.

Connecting Carriers.—Where the second carrier, under a contract for shipment of freight over several specified lines, refuses to carry it over the route specified, it is the initial carrier's duty to receive the freight back and call upon the shipper for further instructions, in the absence of which the freight should be returned.—*Drake v. Nashville, C. & St. L. R. Co.* Supreme Court of Tennessee. 148 S. W. 214.

Limitation of Carrier's Liability.—The common-law liability of a carrier for the safe carriage of property may be limited by a special contract with the shipper, where such contract is supported by a consideration, is reasonable, and fairly entered into by the shipper, and does not attempt to cover losses caused by the negligence or misconduct of the carrier.—*M. K. & T. Ry. Co. v. Walston.* Supreme Court of Oklahoma. 124 Pac. 1096.

Liability of Warehouseman.—Although General Business Law (Consol. Laws 1909, c. 20) § 107, only requires warehousemen to exercise such care of property as a reasonably careful owner of the property would exercise, where a warehouseman expressly agrees to store property in a particular place, no degree of care or vigilance short of complete performance will relieve him of that obligation.—*Mortimer v. Otto.* Court of Appeals of New York. 99 N. E. 189.

Liability of Telegraph Co.—Where a telegram indicates the general nature of the communication, or where the sender or the expectant recipient of the message states to the agents of the company the nature of the message, or that delay in transmission would probably cause loss, it is their duty, if desiring further, information, to make inquiry, and the company, being charged with any knowledge which could have been elicited, is liable for any damage due to its failure to promptly transmit the message, even though it did not on its face show that a failure would cause a loss.

—*Western Union Telegraph Co. v. True.* Supreme Court of Texas. 148 S. W. 561.

Limitation of Carrier's Liability.—A clause in a B/L exempting the carrier from liability for loss or damage caused by fire does not relieve it from liability for negligence.—*Bobbink v. Erie R. Co.* Court of Errors and Appeals of New Jersey. 82 Atl. 877.

Arbitration.—Where, according to the custom of the trade known to a buyer and seller agreeing to arbitrate their differences, the arbitrators, when experienced men in the business, did not summon the parties nor give any notice, but made an inspection and examination themselves without evidence, and determined the controversy in a summary way, an arbitration by experienced men made pursuant to such procedure will be sustained.—*Welch v. Probst.* Supreme Court of New York. 135 N. Y. Supp. 642.

Buyer's Right to Deduct for Damages.—A buyer accepted goods delivered after time fixed for delivery and sent to seller a check for the contract price, less the sum claimed as damages for the delay, and notified the seller that the acceptance of the check should be deemed a settlement in full of the mutual demands of the parties. The seller accepted the check. Held, that the transaction did not constitute an accord and satisfaction, and the seller could sue for the balance unpaid on the contract price.—*Kleinfelter v. Granger.* Supreme Court of New York. 136 N. Y. S. 485.

Closing Trade on Exhaustion of Margin.—A stockbroker is not guilty of conversion in selling contracts of a customer on his failure to sufficiently margin his account without actual notice to him of the time and place of sale, as in the case of a pledge. Under an ordinary transaction on margins, a cotton broker is not bound to give a customer actual notice and a reasonable time in which to make margins good before selling his contracts; the duty being merely to use ordinary care and reasonable efforts to give him notice.—*Smith v. Craig.* Supreme Court of New York. 136 N. Y. S. 423.

Purchase on Margin.—The owners of stock in the possession of a stockbroker, indorsed in blank and certified so as to be negotiable in the usual course of trade, are estopped from asserting their ownership against an innocent purchaser or pledgee who has acquired it in the usual course of trade, for value, without notice, and in good faith, whether such stock was purchased by the broker on margin and held by him as security, or whether it had been fully paid for and was merely held by him for safe-keeping or transfer.—*Austin v. Hayden.* Supreme Court of Michigan. 137 N. W. 317.

Validity of Contract.—In an action on a sale contract consisting of a letter and a telegram, uncontradicted proof of a sale of 10,000 bus. of July oats by plaintiff to defendants, and of an unanswered letter mailed by plaintiff to defendants on the day of the transaction, presumptively received by the defendants, and deemed a contract by the custom and usage of trade, was sufficient to establish that the letter was incorporated by reference into the defendants' subsequent telegram to plaintiff reading: "No delivery made on July oats contract ten thousand bushels considered same canceled," and took the sale contract out of the statute of frauds.—*Albert C. Field, Inc., v. Kieser.* Supreme Court of New York. 135 N. Y. Supp. 1094.

Rate Quoted in Error.—Where one purchasing apples for transportation would not have done so if the freight rate had been properly quoted to him instead of erroneously quoted at a specified rate, the carrier was estopped from claiming a different rate from the quoted rate. Where carriers had not agreed on rates for interstate shipments and no rates were published as required by Interstate Commerce Act (Act Feb. 4, 1887, c. 104, § 6, 24 Stat. 380, as amended by Act March 2, 1889, c. 382, § 1, 25 Stat. 855, and by Act June 29, 1906, c. 3591, § 2, 34 Stat. 586 [U. S. Comp.

St. Supp. 1911, p. 1289]), a rate quoted for an interstate shipment and acted on by the shipper must govern and the carriers, partners in the transaction, could not recover a higher rate.—*Freeman v. Kemendo.* Court of Civil Appeals of Texas. 148 S. W. 604.

Fire from Railroad Engine.—Where shucks and other combustible material was carried by the wind from plaintiff's premises to the right of way of defendant's railroad, and defendant was negligent in permitting such material to remain there, he could not charge plaintiff with contributory negligence in permitting such material to accumulate on his premises in such a manner that the wind might carry it onto the right of way.—*Freeman v. Nathan.* Court of Civil Appeals of Texas. 149 S. W. 248.

Interstate Shipment between Points in Same State.—Plaintiff purchased a car of guano which was delivered for transportation from Charleston, destination at Barksdale, both within the state, a part of the route over defendant's railway, however, being through the state of Georgia. Held, that such shipment constituted interstate commerce, since the transportation was and hence was not subject to Act Feb. 15, 1907 (25 St. at Large, p. 490), imposing a penalty on carriers for delay.—*Traynham v. Charleston & W. C. Ry. Co.* Supreme Court of South Carolina. 75 S. E. 381.

Board Members Governed by Rules.

Defeated in an arbitration, B. R. Beall, former member of the Kansas City Board of Trade, attempted to evade payment of an obligation owed to the Adams Grain Co., thru an action to set aside the award of the arbitration committee and on a second count to obtain a judgment against the Kansas City Board of Trade for the amount obtained thru the sale of his membership. The Kansas City Court of Appeals gave a decision recently affirming the decision of the lower court, which held that the debt was a legal one and recommended that Adams be paid from the proceeds of the sale of Beall's membership in the Kansas City Board of Trade.

The Beall Grain Co. became so encumbered with debts that it could not pay out. The creditors, except the Adams Grain Co., agreed to settle at 30 cents on the dollar, and that company agreed to settle on such a basis and Beall's promise individually to pay the balance. Afterwards, Beall denied having made such a promise. Arbitration by the Board of Trade followed, in which Beall lost.

Beall failed to pay and he was accordingly suspended from the Board of Trade. He then asked the Board to sell his membership and keep the money for payment on just and legal claims. On the same day that transfer was made, however, Beall notified the directors not to pay Adams' claim, and at the same time instituted an action, claiming that the obligation to the Adams Grain Co. was one that could not be legally arbitrated. He claimed that the award of the arbitration was void as the award had not been filed in circuit court for confirmation. The court held he agreed to arbitrate under the Board's rules when he joined the Board.

Beall also claimed that the award was void because the debt arose from an unlawful transaction, namely, an option deal in grain. The court ruled against him on this point also, holding, "The statement by plaintiff that the debt grew out of a transaction in grain for future delivery does not show anything unlawful; for

there is no impropriety in buying for future delivery, even tho the seller has not the commodity on hand at the date of the contract. All speculation is not made unlawful by the statute. It is only transactions where no delivery or receipt in good faith is intended or contemplated that the statute condemns it as gambling.—148 S. W. 386.

Trade Made in Error Binding if Ratified.

When a broker is authorized by a principal to buy 1,000 bus. of September wheat and thru a mistake buys 10,000 bus., the mistake stands unless the principal promptly repudiates the purchase. Such was the finding of the Iowa Supreme Court in its decision in favor of the plaintiff in the suit of Argus v. Ware & Leland. In its opinion, the supreme court affirmed the decision of the lower court.

Argus, a resident of Shenandoah, Ia., where Ware & Leland, members of the Chicago Board of Trade, had a branch office, bot 1,000 bus. of September wheat. Later in the day he bot another 1,000 bus. Thru a mistake in the transmission of the order, Ware & Leland bot 10,000 bus. of September wheat instead of 1,000 as given in the second order. Their confirmation of the order was wired back, but Argus did not open it until the following day. Then he discovered the blunder. But the price of wheat had gone up several cents and the profit on 10,000 bus. was substantial.

Ware & Leland did not discover the mistake until the following day. They at once sold 10,000 bus. at the market and bot 1,000 bus. at the price of the day previous.

Argus gave the firm orders to sell his holdings. The order was executed and telegraphic confirmation made. He was credited, however, with the sale of only 2,000 bus., and the profit thereon. He immediately demanded an accounting for the sale of the remaining 9,000 bus. Suit was subsequently brot by Argus to make recovery.

Judge Evans said: Inasmuch as the defendant had actually made a purchase on behalf of the plaintiff of 10,000 bushels and reported the same to him accordingly, it rested with the plaintiff in the first instance to ratify or to repudiate. Mechem on Agency, § 154. If he failed to repudiate promptly he would be deemed to have ratified, and the contract would become binding upon him. *Clews v. Jamieson*, 182, U. S. 461, 21 Sup. Ct. 845, 45 L. Ed. 1183; 31 Cyc. 1285. In the *Clews Case*, supra, the rule is stated as follows: "A principal can adopt and ratify the unauthorized act of his agent, who in fact is assuming to act in his behalf, although not disclosing his agency to others; and when it is so ratified it is as if the principal had given an original authority to that effect, and the ratification relates back to the time of the act which is ratified. He must disavow the act of his agent within a reasonable time after the fact has come to his knowledge, or he will be deemed to have ratified it. * * * The claim of the defendant is that, immediately upon discovering the error, it corrected the same of its own motion. If this correction had been made before plaintiff had been notified of the purchase, a different question would be presented. If the correction when made had been reported to the plaintiff, and he had acquiesced therein, a different question would be presented. It does not appear from this record that there was any notification to the plaintiff of a correction of the mistake before the order to sell his "holdings" was received and executed. The fact that the mistake was already profitable when first discovered by both parties is a circumstance in favor of the theory of ratification by plaintiff, and a jury would be warranted in drawing some inference therefrom. We think there was sufficient evidence to sustain a finding of ratification by the jury. The defendant's motion for a directed verdict was therefore properly overruled.—136 N. W. 774.

Carrier Liable for Deterioration in Transit.

After being defeated in the lower court in an action brot against it by John Knox and his partner, Houck, for damage sustained by two carloads of corn on account of delay in transit, the P., C., C. & St. L. Ry. Co. appealed to the Supreme Court of Indiana and lost again.

Knox & Houck shipped two cars of corn from Converse, Ind., to Pittsburgh, Pa., via the C., C. & St. L. road. Freight charges were prepaid and the B/L contained written instructions to notify Daniel McCaffrey's Sons Co., their agents. The corn arrived at the Manchester yards of the railroad near Pittsburgh in good condition. McCaffrey's Sons Co. immediately sold the corn to the Pittsburgh Union Stockyards at 52 cents a bushel. Six days passed before the railroad company delivered the grain to the buyer, and during the interval the corn heated and spoiled. The best price that cud be obtained was 20 cents a bushel. Suit was then instituted by Knox & Houck to recover the loss. While the action was pending, Houck died.

The court in its opinion held the railroad company was guilty of negligence in not delivering the freight for several days. Whether there was unreasonable delay, and whether that occasioned the damage, was a question for the jury. Mere delay and in some cases unavoidable delay will not give rise to a cause of action, but when it is alleged, as here, that by negligence and careless refusal to carry and deliver special damages have arisen, it is sufficient upon a pleading to send the question of fact to a jury, for the reason, if no other, that as an undertaking of safe carriage and delivery, if there was anything to excuse performance before the corn spoiled, appellant was in a position and it was its duty to disclose it.

The railroad company sought to escape liability on a technical allegation that the shippers having "sold" the corn, were not the owners and had no right to sue. The court held the sale was only a contract of sale, as delivery was not actually made, and inspection and acceptance were necessary to its consummation.—98 N. E. 295.

The process of bleaching is harmless and has no injurious effect on flour according to a late decision of Justice Warrington in the High Court of Chancery, England.

The broad, pleasant path thru the tangled morass of railway tariffs is known as the milling-in-transit privilege. It is provided especially for the accommodation of millers. That the Interstate Commerce Commission has equipped it with deadfalls every four feet is a detail. Once these deadfalls are recognized, 3 per cent of them can readily be avoided. For the better detection of the traps set to catch the unwary, a set of road rules is provided. Any one who can catch a greased pig can interpret these rules. After they are interpreted, it is a matter of small difficulty to understand them, and once understood all that remains to be done is to comprehend them. After they are comprehended, only reasonable intelligence is necessary for their application, thus enabling almost any miller to see the advantage of not attempting the transit privilege pathway at all, but of buying himself a chair and a banjo and becoming a barber. Thus is shown the advantage of having an Interstate Commerce Commission.—*Northwestern Miller*.

ALL ABOARD

for G. D. N. A. Meeting.

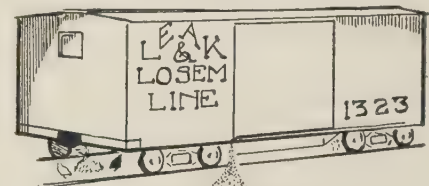
The Norfolk & Western Railway having been selected by the Directors of the Grain Dealers' National Association as the Official Route to Norfolk, Va., for the Sixteenth Annual Convention, October 1st, 2d and 3d, members and others who will attend are requested to communicate with Mr. H. G. Grant, T. P. A., N. & W. Ry., 308 Marquette Bldg., Chicago, Ill., who will be glad to give full information as to rates, etc., and make the Pullman reservations desired.

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Little Boy Blue come blow your horn,
For that is the way that wealth is born:
If you're too meek to advertise
You hardly can expect to rise.

Springfield, Ill.:—The capital stock of the Aaron Electric Co., Chicago, has been increased from \$10,000 to \$50,000.

Silver Creek, N. Y.:—A new reinforced concrete structure is to be erected for the S. Howes Co. for use as a machine shop.

Portland, Ore.:—The Pacific Coast representative of the Wolf Co., Chambersburg, Pa., C. A. Barnard, is now located at 14th and Lovejoy Sts.

A warehouse of brick and mill construction, 100x300 feet, will be constructed for the Canada Consolidated Rubber Co., at Winnipeg by the James Stewart Co.

Advertising done in spurts is a bad plan no matter how energetic the spurts may be—some of the richest harvests might happen to come between times.—*Mahin's Messenger*.

It is reported that the Howe Scale Co. has arranged to sell the Foos gas and gasoline engines thru its various offices, giving the former company a full line of scales, electrical machinery and engines.

Of interest to all grain elevator owners should be the attractive booklet on "Nesstor" Belting for Elevators, manufactured by the American Fabric Belting Co., Cleveland, O. It will gladly be sent upon request.

Philadelphia, Pa.:—A well illustrated booklet, depicting the "Otto" line, has been issued by the Otto Gas Engine Works. Copy of catalog No. 28 will be sent to all interested readers of the Journal upon request. Its new monthly, "The Otto Cycle," devoted to the discussion of internal combustion engines, is worthy of note and careful consideration by all interested in power problems.

Chicago, Ill.:—The exceedingly active demand for Hess Driers makes necessary the working of the factory day and night, and still the company is unable to keep up with the orders. Recent sales of Hess Grain Driers are those to S. M. Isbell & Co., Jackson, Mich.; Paul Kuhn & Co., Terre Haute; Powers Elvtr. Co., Genoa, O.; Toledo Grain & Mfg. Co., Toledo, O.; Jones & Jones, Mt. Sterling, O.; Egly-Doan Elvtr. Co., Ft. Wayne, Ind.; Memphis Mfg. Co., Memphis, Tenn.; Chatterton & Co., Mt. Pleasant, Mich., and to the Handelsaktiebolaget Jansson, Kristine-

liann, Sweden.—Hess Warming & Ventilating Co.

ELECTRICALLY DRIVEN ATTRITION MILL.

Grain dealers who have come to the conclusion that a feed grinding equipment would be a profitable adjunct to the elevator need no longer be deterred from installing such a mill, especially if they have electric power, as a great power saving improvement has been adapted to the already light-running ball bearing Monarch Attrition Mill.

By applying the electric power direct, without belts, gears or other forms of transmission the manufacturers of the mill have found a saving of thirty per cent of the power, which is the large item of expense in running a feed grinding plant.

As shown in the engraving two electric motors are used, the shaft of each motor being continuous with the shaft of the attrition grinding plate. The problem of adjusting the grinding plates to and from one another without moving the electric motor on the same shaft has been solved by a special construction of the motors, lengthening the iron in the rotor so that it can be moved in and out and still be within the magnetic field of force. The rotors of the motors are pressed upon the mill shafts by specially constructed machines made for this purpose only. On one end of the shaft is the handwheel and mechanism for adjusting the distance that the grinding plates are to be set apart.

The motors are made for alternating current of any voltage from 110 to 550, two or three phase, and 60 cycle; but when desired the manufacturers will furnish machines of other voltages, phases, cycles and speeds. With each mill is furnished the latest type of auto starters designed so that when a certain amount of power is applied by reason of foreign body getting between the plates, wedging them together and starting one motor in the opposite direction, the power will be thrown off. By thus cutting off the current the machine stops instantly.

A safety spring is contained in the adjustable end of the mill to prevent the heads from drifting together when the mill is running empty. A relief spring allows the heads to separate when any foreign substance enters the mill. A quick release is operated by the hand lever.

Having had these new electrically driven mills in use by millers for practical test, the Manufacturers, Sprout Waldron & Co., are now prepared to furnish full information on application at their main or several branch offices.

Meeting at Lima of N-W Ohio Dealers.

Only a sprinkling of the members of the Hay & Grain Producers and Shippers Ass'n of Northwestern Ohio attended the meeting held at Lima, O., Aug. 30.

Those present were: Tom Morrisson, Kokomo, Ind.; C. W. Palmer, Jewell, O.; Chas. Behymer, Rockford; Harry Botzum, Delphos; E. T. Custenborder, Sidney; J. W. McMillen, Van Wert; C. H. Raabe, Ft. Jennings; Chas. T. Pierce, Van Wert; F. D. Brandt, Van Wert; C. M. Garrison, Milford Center; Robt. Kolter, Spencerville; J. S. Metzner, Jonestown; A. L. Garman, Delphos; D. S. Burkholder, Bluffton; D. R. Risser, Vaughnsville; W. T. Dolbey, Delphos; L. C. Allinger, Delphos; O. E. Richardson, Celina; W. O. Dull, Willshire; J. A. A. Geidel, Pittsburg; H. E. Elgert, of J. A. Manger & Co., Baltimore, Md.; Rinehart Smith, of Sidney; C. O. Garver, of Ohio; G. D. Ins. Co. of Columbus, O.

The Ass'n decided against changing the location of the dividing line, where prices break, between eastern and western divisions. Considerable discussion preceded the settling of this question.

The matter of wet grain, particularly oats, was discussed at length, Mr. Garmon, of Delphos, declaring that No. 4 oats would be the best grade in his section. He said further that oats had become hot in a seven days' haul. Mr. Risser, of Vaughnsville, agreed with the statement of Mr. Garmon and other speakers and said oats that were threshed a week previous were now in a heating and musty condition. Oats are warm in the farmers' bins, he said.

Much of the time was taken up by a discussion of the Assn's finances.

Reparation Allowed.

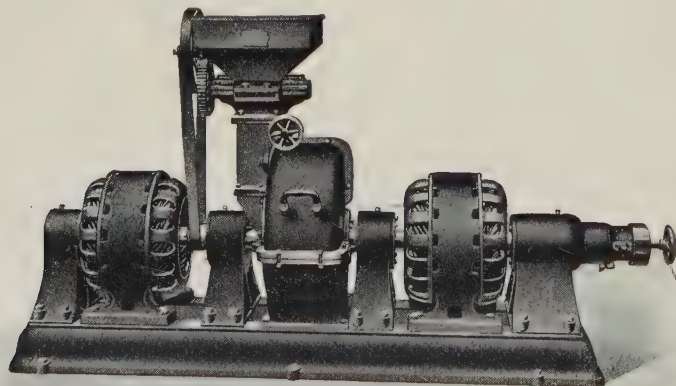
The Illinois Central Railroad has been forced by the Interstate Commerce Commission to refund \$1,426.69 to five Chicago grain shippers for unreasonable rate charges.

J. C. Shaffer & Co. are authorized a refund of \$364.37 on 51 cars of corn from Illinois points to Chicago for subsequent reconsignment via lake to Ogdensburg and Buffalo. The same company is also given a refund to \$268.31 on 37 shipments of corn and wheat originating at points in Illinois, milled in transit at Chicago and subsequently reconsigned to Buffalo and Montreal.

Bartlett, Patten & Co. are granted a refund of \$509.23 on 84 cars of corn from points in Indiana and Illinois to Chicago. The Armour Grain Co. also gets paid back \$200.17 on account of an unreasonable rate charged on 36 cars of corn from Illinois points to Chicago for reconsignment to Buffalo by lake.

W. H. Merritt & Co. are refunded \$84.58 on 11 shipments of corn from Indiana and Illinois points to Chicago and subsequently reconsigned by lake to Buffalo.

The Interstate Commerce Commission also authorized a refund of \$34.30 to Clark & Co., Cincinnati, O. from the Grand Rapids & Indiana for an overcharge on four cars of oats in bulk from Ridgeville, Ind., to Cincinnati. McCaull-Dinsmore Co., Minneapolis, will receive a refund of \$180.90 from the C., B. & Q. for an unreasonable rate charged on three cars of sacked corn from Ulysses and Allen, Neb., to Thermopolis and Lucerne, Wyoming.



Patents Granted

Cleaner and Scraper for Grain Elevator. No. 1,037,184. (See cut.) The device consists of a body portion with reinforcing strips, located intermediate the side edges and on the upper and lower faces of the body portion. A pair of angular metallic brackets are adjacent the upper and lower side edges of the body portion, the brackets being adapted to be secured to an elevator belt.

Grain Door for Box Cars. No. 1,037,077. (See cut.) Adolf Eduard H. Steinmann, Bettendorf, Ia. In a grain door for box cars is a horizontal bar, with a door hinged to it, the bar being vertically movable with the door. A counterweight assists in the movement of the bar and door. A second door has its upper edge hinged to the first door and opening outwardly, the second door forming a closure for the door opening of the first door.

Bin Door. No. 1,036,582. (See cut.) Oliver H. Dickerson, Duluth, Minn. The device comprises in combination a bin having walls and an inclined floor. One of the walls has a discharge opening and guideways associated with the bin, one of the guideways being inclined. The discharge opening has a closing device provided with a fixed part co-operating with one of the guideways. A swing strut co-operates with another of the guideways and a shiftable stop is mounted in one of the guideways.

Grain Door. No. 1,037,761. (See cut.) Will A. Heiden, Guthrie, Okla. The device consists in combination with the door opening of a car, of a door for partially closing the opening. A number of sockets are formed in the bottom of the car in a common vertical plane. A pair of gates having a pair of vertically spaced bearings secured near their outer ends with pivot bolts passing thru the bearings and having their lower ends supported in certain of the sockets. The gates are thereon pivotally connected to the bolts. Pins are slidably mounted on each gate and adapted to seat in certain other of the sockets. A latch is also pivotally connected to each one of the gates with a catch on the other gate. The latch engages the catch to hold the gates in their closed position.

Method of Curing and Preserving Seed Corn. No. 1,037,382. (See cut.) William W. Wentworth, Preston, Ia. The method followed consists of drilling bores to a taper, corresponding to the taper of the cobs axially thru the cobs from the butt ends inward till the bores increase to a size so as to give a predetermined thickness to the remaining shells of the cobs without injuring or disturbing the chits of the kernels and then permitting air to circulate thru the bores to draw the moisture from the shells and kernels with appropriate uniformity.

Recording Device for Scales. No. 1,037,701. (See cut.) Marlon H. Winslow, Terre Haute, Ind. The device consists of a weighing scale including a main scale beam. A poise is slidable thereon and adapted to hold a card provided with suitable graduations. A plate is movable toward and away from the card and provided with a slot, a marker projecting thru the slot. A block is movable on the plate, to which the marker is attached and a pair of rollers. A guide bar is secured to the underside of the main scale beam and extends between the rollers so as to move the block and marker as the scale is moved along the scale beam.

Automatic Grain Weigher. No. 1,037,249. William F. Hilfiker, Jay County, Ind. The device consists of a frame, a pair of buckets mounted to slide up and down in said frame, a sprocket chain connecting the buckets, a shaft located centrally above the buckets and a sprocket wheel mounted on said shaft. A chain is disposed thereon with a scale bar secured to and extending upward from the shaft. A weight is adjustably secured on the bar with guides for holding the weight in its extremes of movement. A hopper with a cut-off distributes the grain to one and then the other of the buckets. Means are provided for automatically operating the cut off by the operation of the shaft and also means for retaining the grain in the buckets until the buckets have been lowered. The buckets are counter-balanced and operate up and down alternately.

Bag Filling Machine. No. 1,037,015. (See cut.) William A. Joplin, Lawrence, Mass. The machine consists in part of a funnel for the passage of the material to the bag, with a worm feed extending into the funnel. Means are provided for actuating the worm feed. The bag has a support with tension mechanism whereby the bag is held in telescopic relation to the funnel and which yields to downward pressure of the feed, overcoming the tension. The machine is adapted to stop the worm feed after a limited descent of the bag support. Means controlled by the mechanism that stops the worm feed, also causes a further descent of the bag support a limited distance after the worm feed stops, thereby breaking the column of material. Means are provided to cause a still further descent by another stage of movement after the column of material is broken.

The record for the largest receipts of grain by a Minnesota country elevator during the crop year, 1911-12 is held by the Farmers' Elevator Co. of Cannon Falls, Minn., which took in 364,082 bus. of grain. F. R. Anderson is manager of the elv'r.

The Continental Telegraph Co., owned by the C. M. & Puget Sound R. R. Co. has entered the field and become a competitor for transcontinental telegraph business. The new company has opened commercial offices at Tacoma and Seattle. Offices will be opened at other coast terminals of the C. M. & Puget Sound doing business at all points reached by the railroad company in Washington, Idaho, Montana, North and South Dakota. The Continental has headquarters in Milwaukee. Eventually, it will operate over the old Milwaukee system into Chicago and reach the Atlantic coast.



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two on a page, with perforation between for
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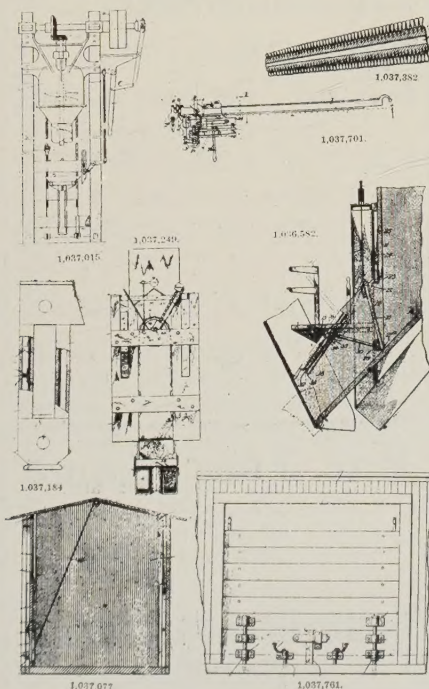
The stub is used for recording the name of
the owner of the wheat, the number of gross
bus., dockage bus., and net bus., and lbs.,
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GRAIN DEALERS JOURNAL

315 S. LaSalle St. CHICAGO, ILL.



DOWN IN OLD OHIO.

On a certain Thursday in September, A. D. 1912, a farmer living near a village in Central Ohio sent a load of dam(p) oats to the dealer in the village and the dealer having a heart about as big as a pumpkin and a soft head sent the ticket back marked "1c discount." A second load was sent which was a great deal worse and the dealer marked it "2c discount."

Friday morning the farmer came to town himself with a load of better oats and the dealer took them straight. But the farmer made the air blue for a few minutes giving his opinion of a dealer who would skin, rob and beat a farmer by cutting the price of his grain just because it was a little damp and besides Bung & Cask the scoopshovelers had offered him two cents more for all his oats than the dealer had given him for the best ones.

The farmer unloaded his oats swore a few more swears about binning the rest of his oats and holding them until the Gulf of Mexico or some other warm place froze over before he would give them away, went home and proceeded to carry out his threat.

Witnessed Two Leaks.

I am pleased that my report to the Journal recently about cars leaking has borne such good fruit, as shown by the following letter:

Kansas City, Mo., Sept. 30.
Mr. W. C. Brown, Palmer, Kan.
Dear Sir: We noticed in the Grain Dealers Journal this morning that you reported car 25312 Mo. Pac. and 18995 I. M. both leaking when they passed your station. These cars were both ours, consigned from Woodston, Kan., and both showed shortages. We have no claims filed for the shippers on them yet; they may have filed their own claims. We have written to H. B. Nye, who had car 25312, and F. F. Jones, who had car 18995, that if they had claims and would write you that in all probability you would furnish affidavits as to the condition of the cars when they passed your station. If you will do this in case they write you or in case we write you it will probably help us get the shortage back from the Mo. Pac. Yours truly, Roehen-Cary Grain Co.

This letter is self explanatory and shows how the leaky car reports work.—W. C. Brown, Palmer, Kan.

The insular government of the Philippines is making heavy importations of Indian and Japanese rice on account of the short crop in the islands. A recent importation amounted to 25,000 tons.

Books Received

INSECTS INJURIOUS TO STORED GRAINS and Their Ground Products is the title of a pamphlet of interest to every grain dealer, by A. A. Girault, assistant to the State Entomologist. Mr. Girault describes the granary moths, beetles and weevils and classifies them conveniently so that each variety may be readily recognized. Each species is also well illustrated. Methods of extermination are given in a practical way. Paper 25 pages. Bulletin No. 156, University of Illinois Agricultural Experiment Station, Urbana, Ill.

HOP CROP OF THE UNITED STATES, 1790-1911, by George K. Holmes, chief of the Division of Production and Distribution, U. S. Department of Agriculture, gives an accurate record of the growing of hops in the United States from the beginning of the republic to 1911. The number of pounds of hops grown each year is given, with its farm value, and the domestic exports and imports are properly recorded, in statistical form. In 1790 the production of hops in the United States amounted to 650 pounds. In 1911, the production was 40,000,000 pounds. Until the year 1865, no hops were imported into this country. From 1,808,610 pounds the imports have increased to 8,541,525 pounds. Circular 35, U. S. Dep't of Agriculture, Washington, D. C.

Exports of Glucose and Corn Oil.

The United States exported 23,866,146 pounds of corn oil during the year ending July 1, 1912, compared with 25,316,799 lbs. during the preceding fiscal year, according to the report of O. P. Austin, chief of the Bureau of Statistics.

Glucose was exported to the extent of 126,395,045 pounds compared with 137,461,782 in the preceding year, ending July 1, 1911.

John W. Hahn, well known to the Toledo grain trade, and pres. of the Ohio Millers Fire Ins. Co., until compelled to retire on account of ill health, died recently. He was a veteran of the Civil War.

An accident occurring during the construction of an elevator in Montana last week in which a workman jumped down to a scaffold four feet below him, with the resultant breaking of the scaffold and a drop of 40 feet, was duplicated in Illinois a year ago, according to J. C. Ad-derly, sec'y of the Millers Mutual Casualty Co. In both cases the workmen received no serious injuries. The Illinois accident was considered miraculous, in view of the fact that the man fell 70 feet after breaking thru the scaffold, alighting on his feet. Just six weeks ago, in a similar accident, a workman fell 25 feet from a scaffold and was instantly killed.

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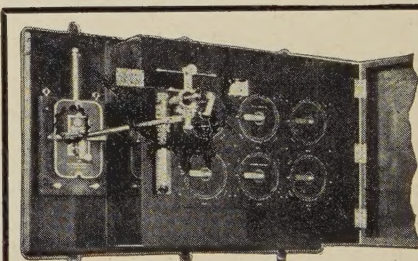


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It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

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CHAS. H. RIDGWAY, Secretary

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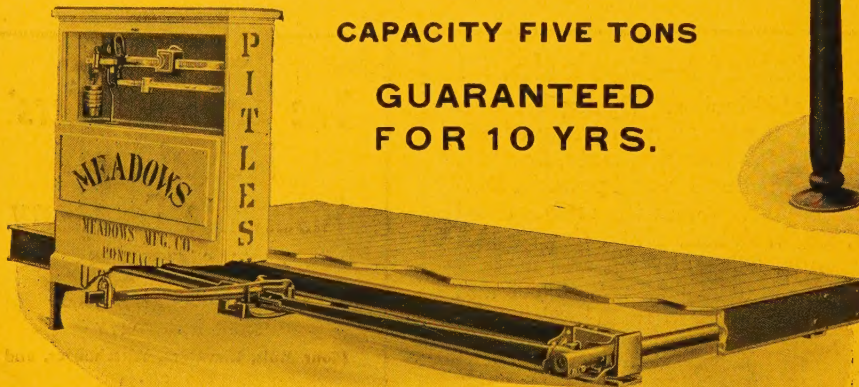
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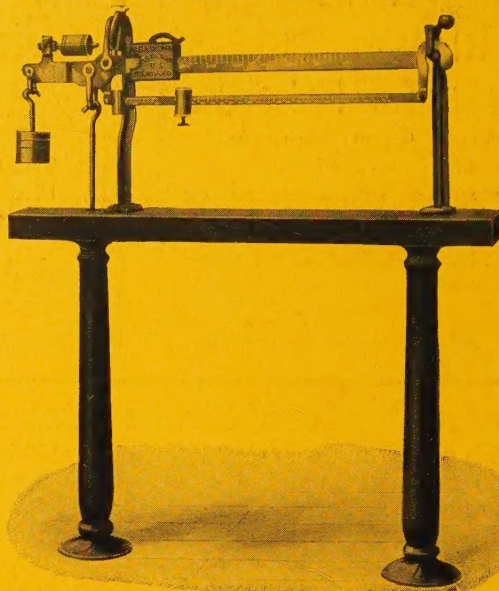
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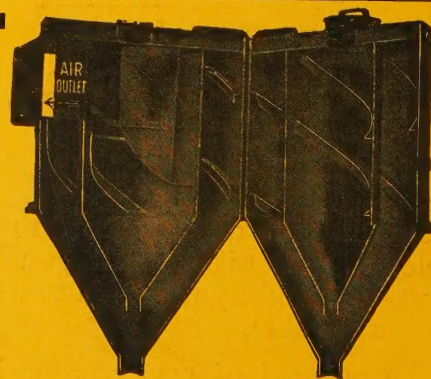


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